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HEARINGS

ON

OHIO RIVER BRIDGE AT PARKERSBURG, W. VA.

APRIL 7, 1909

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OHIO RIVER BRIDGE AT PARKERSBURG, W. VA.

WEDNESDAY, APRIL 7, 1909.

The subcommittee this day met, Hon. Charles E. Townsend presiding.

Mr. TOWNSEND. I will say to you, gentlemen, that this hearing is entirely informal; that the Committee on Interstate and Foreign Commerce for the Sixty-first Congress has not been appointed. We have been acting on the assumption that possibly it would be appointed and that the subcommittee which had been appointed at the last Congress might possibly be excused by the whole committee for having accommodated Mr. Woodyard and other gentlemen by giving them a little time this morning. I will state, furthermore, that we have to be in session in the House at 12 o'clock and if the gentlemen who have the matter in charge can divide the time between them, those in favor of the proposition and those opposed to it, each taking one-half an hour, I will attempt to hold you gentlemen down to that rule.

Mr. Woodyard, if you will present those gentlemen who are in favor of this proposition, we will hear them.

Mr. WOODYARD. We appreciate very much, Mr. Chairman, your kindness in calling the committee together under the circumstances, but I do not know whether this case could be presented, on our side at least, in the time allotted. Could you not extend the time fifteen minutes? I appreciate that that would throw us into the House.

Mr. TOWNSEND. I do not think that you had better take more time, because if you have anything prepared and will submit it to the stenographer it will be printed and read.

Mr. TILLEY. As representing the other side, we have not come here to present our side in full and we are quite willing that these gentlemen shall take forty-five minutes. We do not know what testimony is to be submitted and we are rather on the defensive. They can take forty or forty-five minutes, and then we would like to submit our side when the committee is regularly organized.

Mr. MOSS. We respectfully desire to object to that. This gentleman was before the committee and he gave his evidence. We have come here this morning prepared to discuss this matter and we do not want something to come up afterwards when we are not present.

Mr. TOWNSEND. Are you in favor of the proposition?

Mr. MORSE. Yes, sir.

Mr. HUBBARD. These gentlemen can not be denied the right to be heard when the committee has been organized.

Mr. MOSS. But we want to be present.

Mr. HUBBARD. Notice will be given of the meeting and everybody can come.

Mr. BARTLETT. Mr. Chairman, I have no objection to accommodating anybody on earth, because my nature is to accommodate anybody

I can, but this seems to me to amount simply to marching up the hill and then marching down again, and I do not see the use of wasting the time, and I do not see why the committee should do it. I am perfectly willing to accommodate anybody.

Mr. WOODYARD. This is for the purpose of making this a matter of record and to save these gentlemen the trouble of coming down here again.

Mr. BARTLETT. You understand that we can not report this bill. I do not know that I shall be on the committee, as far as I am concerned, and nobody would undertake to say that the committee would not hear anybody if he had not been heard.

Mr. WOODYARD. Certainly not.

Mr. HUBBARD. If you will allow me, there would be this value, there would be a definite statement of each side, and this is rather an important matter in that part of the country.

Mr. BARTLETT. I am perfectly willing to hear you gentlemen.

STATEMENT OF HON. H. C. WOODYARD, A REPRESENTATIVE FROM THE STATE OF WEST VIRGINIA.

Mr. WOODYARD. Mr. Chairman, I will not take up any of the time of the committee, because we have other gentlemen here who will present this matter. I have introduced a bill the purpose of which is to authorize the construction of a bridge across the Ohio River at Parkersburg, which authorization has been denied by the Chief of Engineers, and, as our people believe, unjustifiably so.

The CHAIRMAN. Is that bill similar to the one that was introduced at the last session of Congress?

Mr. WOODYARD. Yes, sir; the same bill. This is a very important matter to the people of that section of the country. We appreciate that the navigation of the river is the paramount thing to be considered, but we do not believe that the proposition that the bridge people submit in this matter will obstruct navigation, and for that reason I have introduced this bill and these gentlemen are here to be heard on it.

STATEMENT OF HON. HUNTER H. MOSS, OF PARKERSBURG, W. VA.

Mr. TOWNSEND. What is your business?

Mr. MOSS. I am judge of the circuit court, the fourth judicial district of West Virginia.

I desire to say that I am a property owner in Belpre, Ohio, across from Parkersburg, and have been a lifelong resident of Parkersburg, W. Va.; so I have a selfish interest in this matter as well as the interest of a citizen, but I come here representing the people of Parkersburg, who are very much interested in this project.

Parkersburg is a city of from 25,000 to 30,000 inhabitants, and Belpre is a town of from 1,500 to 2,000 indirect inhabitants. I make the statement that in that portion of Ohio there is more population; that the ratio of population is greater than in any other portion of Ohio, except it be in the mining regions, so that in looking at this matter I would suggest that we look at it not only from the standpoint of Parkersburg and Belpre, but from the standpoint of the people in the vicinity of both of these places; in other words,

the western portion of West Virginia and the eastern portion of Ohio.

The river at Parkersburg is of the usual width of the Ohio River, of course, and various efforts have been made from time to time to secure a bridge. The proposed bridge is to be built, if built at all, 650 feet above the Baltimore and Ohio Railroad bridge which crosses the river at Parkersburg.

Without going into detail as to the efforts to secure the assent of all interested parties on the part of these bridge people, I will simply say that the bridge people finally consented that that bridge should have a span of 800 feet. I desire to say to the gentlemen of the committee that there is no bridge on the Ohio River that has any greater span. There is only one bridge at Rochester which has as much of a span. These gentlemen thought that 700 feet would be ample, but in accordance with the objection of the river interests they finally conceded that they were willing to build a bridge with an 800-foot span. That would make no pier on the Ohio side, and the only pier in the river would be a pier near the West Virginia shore, and as will be shown by the engineer, Mr. Morse, who prepared the plans for this bridge, it can not possibly interfere with the navigation.

Now, on the question what are the objections to this bridge, in the first place let me say, gentlemen, that Parkersburg has been trying to secure a bridge there for ten or fifteen years.

Mr. BARTLETT. How do you get across the river now?

Mr. MOSS. By a little ferryboat. Parkersburg has been trying to secure this bridge for ten or fifteen years. First, it tried to secure a bridge at the mouth of the Little Kanawha, just below the city of Parkersburg. That was opposed by the river interests and abandoned. Then it tried to secure a bridge below the city of Parkersburg several miles. That was opposed by the river interests and was abandoned. Now, for, I believe, going on two years—is that right, Mr. Newell?

Mr. NEWELL. One year.

Mr. MOSS. One year; it has seemed two years ago to us—they have been making an effort to get started on a bridge across the Ohio River at Parkersburg. Now, what are the objections? The objections come from two sources. First, from the owner of the little ferryboat. It may seem remarkable that the owner of a little ferryboat should have such an influence as to be able to block a project which would afford convenience to 100,000 people. That may seem strange, but nevertheless it is true, and I am prepared to prove everything that is stated, if the committee desire it. This little ferryboat, and I know by actual experience, is crowded on almost every trip. The management, I submit, while the gentleman is a friend of mine, and I have a high regard for him in some particulars, is not particularly accommodating. You go over the river when the ferryboat gets ready to take you over, and as soon as the shades of darkness come you do not go over the river unless you pay double price, and when the winter time comes you do not go over the river at all, sometimes, on account of the floating ice. So it is that these two communities are absolutely shut off from each other.

Mr. BARTLETT. What was the reason given by the Chief of Engineers for disapproving the building of the bridge?

Mr. Moss. I will come to that in a few minutes. I do not wish to speak any further of this ferryboat matter, except to say that any statement I make I will very cheerfully verify. Now, the other opposition comes, and I say that with entire respect, from what is known as the coal combine of Pittsburg, represented by these gentlemen who are here to-day, otherwise called the Coal Exchange. These gentlemen object to this bridge on the theory that it will interfere with navigation. When they are asked why it will interfere with navigation, what is their answer? You will find their answer in the testimony of Mr. Tilley, which was taken before this committee previously. Mr. Tilley says that it will interfere with navigation going upstream. Now, the coal barges are brought downstream and they must pass through a 320-foot span there on the Baltimore and Ohio bridge—they have only 320 feet for that—but he says it is not downstream but it is going upstream that this bridge will interfere with navigation.

In other words, that in bringing down the empty tows some of them may knock against the pier or the bank or something else. Gentlemen, I submit to you in all candor and in all earnestness that even if that was so, even if an occasional barge was smashed to pieces, that the interests and the convenience and the welfare of thousands upon thousands of people who dwell on the opposite sides of the river are as much to be considered at least as the welfare of these river interests. But I submit to this committee that Mr. Tilley is mistaken in that. The river law, which will be quoted to you later, is to the effect that a 500-foot span must be built for downstream navigation. This committee will find out before it is through investigating this subject that this is the first time in history that anybody has ever claimed that a bridge of this kind would interfere with upstream navigation, but it has always been downstream navigation that they have based their objections upon, and yet for the first time we come in here and find that objection is made to this improvement because it will interfere with upstream navigation. I submit to this committee in all fairness and in all candor that any pilot who is not able to go through a 800-foot span is not fit to run a boat. I submit to this committee that the chances of an accident there are reduced to the minimum. It is unnecessary to call the attention of the committee to the fact that the larger the bridge the greater the cost. It is unnecessary to call attention to the fact that these gentlemen proposed to build a span 700 feet and that that was ample, and they came up to 800 feet in order to accommodate these interests, and yet now when 800 feet is proposed there is objection to it.

Now, gentlemen, on the subject of the report of the engineers, it is true that the engineers who made the report said that this bridge could be built right next to the Baltimore and Ohio bridge or could be built 2,000 feet above the Baltimore and Ohio bridge, which would take it away from the center of gravity between the two points and make it almost useless, and they thought if a bridge was built at the proposed location, two of the three engineers, that it ought to completely span the river. Major Newcomer said that if it were 850 feet it would be all right at the present proposed location. This board of engineers, gentlemen, we respect. We have the highest regard for

them simply because they are engineers, but we respectfully submit that when the board of engineers' report is examined into and when the evidence on which they acted, which was produced by this coal combine, is brought before this committee that in all fairness this committee must conclude that the board of engineers erred in their statement. I do not come here as an engineer. We have an engineer here who has had a great many years of experience. I speak from information; I speak to you simply as a reasonable man and ask you if on the face of things at least it would not appear to you that 800 feet was enough for a tow to go through and whether or not, gentlemen, notwithstanding this report of the engineers, if this committee believe from an investigation of the record that they are mistaken, I know that this committee will so decide.

Mr. BARTLETT. What do you mean by 800 feet being sufficient for a tow? I am an inland man myself.

Mr. MOSS. I mean by that that there will be 800 feet of clear space between the piers.

Mr. KENNEDY. The channel span of the bridge is 800 feet long that these people propose to build.

Mr. WOODYARD. They go through a 320-foot span now.

Mr. MOSS. The Baltimore and Ohio Railroad bridge which crosses there has a span of only 320 feet.

Mr. BARTLETT. And these tows go through that span?

Mr. MOSS. Yes, sir; they have to. I do not want to take any more time, on account of the fact that our time is limited. I desire to make a fair presentation of this case and I want to submit to you these facts, and I submit them because I believe I am right.

Mr. KENNEDY. That part of your argument you had better put in a brief.

Mr. MOSS. Yes, sir. I am closing now. I simply want to submit to you this proposition. Here are the river interests opposing this bridge—

Mr. BARTLETT. Who do you mean by the "river interests?"

Mr. MOSS. The coal combine of Pittsburg, sir. The coal combine is opposing this bridge. Their steamboats ply up and down the Ohio River and they have a free roadbed. The opposition to that is the railroad. The railroad constructs its roadbed at a great expense. That river does not belong to any river interest. It belongs to the people of this country, and they get the use of that river free.

Mr. BARTLETT. God Almighty's highway.

Mr. MOSS. God Almighty's highway, and thank God for that; and yet we are met with the proposition that because they think it might be a little inconvenient that these people, there who have been struggling for ten or fifteen years and when there is great necessity for this bridge shall be shut off from the change in order that these men may continue their steamboats up and down the river.

Mr. TOWNSEND. What is the population of Parkersburg?

Mr. MOSS. Between 25,000 and 30,000.

Mr. TOWNSEND. And Belpre?

Mr. MOSS. Between 1,500 and 2,000, the indirect population. We believe that we are right about this matter, and we trust that you will give it careful consideration.

STATEMENT OF MR. J. FRANK TILLEY, SECRETARY PITTSBURG COAL EXCHANGE, PITTSBURG, PA.

Mr. TILLEY. First, I wish to thank the committee for its courtesy in granting us a few minutes at this time. I have listened with considerable interest to Judge Moss's remarks on this question. He spoke of a coal combine. We deny the existence of any such thing as that.

Mr. BARTLETT. You all do that.

Mr. TILLEY. I represent the river interests of Pittsburg and possibly 80 or 90 per cent of the river interests of the Ohio Valley. I wish to deny, in the first place, in the strongest terms I can use that we are influenced in the slightest degree by the little ferry company which Judge Moss mentions as crossing the river at Parkersburg. I did not know that this gentleman had a ferry there until after this bridge question came up, and if he had twenty ferries it would not influence the coal exchange one iota, although we feel friendly to any man who is in business similar to our own.

We are opposed to this bridge bill for two general reasons. First, that the bridge would be an unreasonable obstruction to navigation, and when the opportunity is given to establish that fact in a complete manner we will produce the testimony to do it. If one of you gentlemen had appendicitis you would not go to a doctor who could administer soothing sirup or who could pull a tooth, but you would go to an appendicitis specialist. At Pittsburg is located what is known as No. 25 American Association of Master Pilots, consisting of about 185 members, who navigate the Ohio River, and who are the pilots on steam vessels navigating this river—practically the only men who pilot vessels of the class which tow these large assemblies of coal craft. This association is represented here by Capt. James Wood, and he will tell you that this bridge is an unreasonable obstruction to navigation and he will tell you why.

On the face of it it seems very strange that a tow which can go through a bridge with a 320-foot span should find a channel span of 800 feet an unreasonable obstruction to navigation, but that is the case at this place, and I wish you to note particularly that we do not oppose the construction of this bridge per se, and if they will take the bridge up the river 1,500 feet, as has been recommended by the engineers, they can build the bridge with a 725-foot span. If they will come down so near the present Baltimore and Ohio Railroad bridge as to make the act of running through one continuous act in passing through their bridge they can build the bridge with a 715-foot span.

Mr. WOODYARD. Do you not know that that would be impossible? Do you believe it would be possible to construct the bridge there?

Mr. TILLEY. I am not familiar with the shore end of the bridge.

Mr. WOODYARD. I would say that it is impossible, and I do not think that I am misstating the situation.

Mr. KENNEDY. I would like to inquire what action you have taken with reference to the existing piers in the river, maintained there by the Baltimore and Ohio Railroad Company?

Mr. TILLEY. The Pittsburg Coal Exchange instituted proceedings some three years ago by presenting a petition to the Secretary of War

to the effect that the Baltimore and Ohio Railroad bridge was an unreasonable obstruction to navigation. Hearings were held at Cincinnati, and the board of engineers reported that it was an unreasonable obstruction to navigation, and on the 1st day of December, 1906, it ordered the Baltimore and Ohio Railroad Company to reconstruct the span. They were given a reasonable time in which to make the reconstruction, a period of two years, which period expired on the 1st of December, 1908, and by the terms of the act of Congress they are subject to a fine of \$5,000 a month. The Baltimore and Ohio Railroad Company was ordered to throw the two spans into one. I understand that the case will come up in the court at the May term.

Mr. KENNEDY. You are still pushing that along?

Mr. TILLEY. Yes, sir.

Mr. KENNEDY. The real obstruction to navigation now is the Baltimore and Ohio Railroad Company's bridge?

Mr. TILLEY. The obstruction to downstream navigation is the Baltimore and Ohio Railroad Company's bridge. I wish to explain to you why this 800-foot span would be an unreasonable obstruction to navigation if located as at present suggested. For instance, suppose you had two narrow doors through that wall [indicating] and suppose that you built another door so that the door jam would come right there [indicating], how could any person get through there?

Mr. KENNEDY. This bill provides that the army engineers shall be given the right to locate the two piers wherever they please?

Mr. TILLEY. But 800 feet space is not sufficient for the reason that a pier on the Ohio shore must be way back on the bank.

Mr. KENNEDY. It would be located wherever the engineers decided. Is it impossible to locate a span 800 feet in length across the best channel in the river?

Mr. TILLEY. Yes, sir. Judge Moss says that at this time the upstream navigation is being obstructed. That is true.

Mr. MORSE. And if we changed it, then it would be the downstream navigation?

Mr. TILLEY. Yes, sir; and I can say that that is the opinion of at least 150 pilots who are competent to pass on the matter.

Mr. TOWNSEND. Are you familiar enough with the situation to say whether there is a real need for a bridge across the river?

Mr. TILLEY. No, sir; I do not know anything about the local requirements.

The second general opposition to the bridge is that the Ohio River is unique in having a bridge law of its own. It is rather antiquated, I am willing to admit, as it was first enacted in 1872 and then again in 1885, since which time commerce has increased by leaps and bounds. The railroad company has gone from the small 20-ton cars to 40 and 50 ton cars and the bridge business has increased by like leaps and bounds, so that a bridge law passed in 1885 is not adequate for present conditions, but antiquated as it is it is a general bridge law and it applies to the Ohio River and the Ohio River is the only stream in the world that has a general bridge law. That law says that such and such things must be done in order to give any bridge company the right to cross the river and the people who wish to build this bridge have gone through the regular proceedings. The proceedings were of such a character that a board of engineers was appointed, consisting of Colonel Rossell, who is near the head in the list of colonels; Lieu-

tenant-Colonel Warren, and Major Newcomer. These gentlemen are quite familiar with the local conditions and they held the hearings, as provided by law, and the records are all in the War Department. I read them yesterday.

Mr. BARTLETT. What is the character of the navigation, tows?

Mr. TILLEY. The large tonnage is moved in tows; yes, sir. It seems to me that after these regular proceedings have been gone through with that it is hardly wise to override a general bridge law by a special act. That is not wise in any case, it seems to me. It is a slap in the face of the engineering department, it strikes me. They are the men on the ground and are familiar with the conditions.

Mr. TOWNSEND. Have you had any accidents with the present bridge?

Mr. TILLEY. The Baltimore and Ohio Railroad Company's bridge?

Mr. TOWNSEND. Yes, sir.

Mr. TILLEY. Yes, sir. I read the report of the board of engineers and the final report was—well, I do not remember the figures exactly; possibly \$137,000 lost by direct collisions.

Mr. WOODYARD. Was not the bulk of that downstream navigation?

Mr. TILLEY. That is right; yes, sir.

Mr. WOODYARD. That was not upstream navigation?

Mr. TILLEY. No, sir. There are a number of gentlemen who wish to be heard and I do not want to take all the time.

Mr. KENNEDY. A tow coming upstream can not collide except through the gross negligence of the management of the tow?

Mr. TILLEY. Yes, sir.

Mr. KENNEDY. If they are coming upstream and they stop the engines the tow will drift away from the pier?

Mr. TILLEY. If they stop their engine and drift back. Of course they can drift back.

Mr. KENNEDY. Then they would not collide?

Mr. TILLEY. They would not collide if they did not get up there.

Mr. TOWNSEND. By some inconvenience and, perhaps, expense in the way of delay, could they manage to go through with safety?

Mr. TILLEY. No, sir; not with safety.

Mr. TOWNSEND. I would like to inquire whether by taking time with the boats, as Judge Kennedy suggests, or by any other device you could avoid the accident?

Mr. TILLEY. You ask me the question, if a man knew something was going to happen and exercised the utmost care that anybody could exercise whether he might not get through without loss; but he is likely to have the loss. This river makes a bend almost like the elbow of a stovepipe, and the craft come upstream with, say, 25 empty craft in tow. Those craft are about 175 feet long. Each one of those craft stands out of the water 8 feet. The draft of the craft is not very heavy, and as they move through the water they present a surface of nearly 1,000 feet long and 8 feet high against the wind, and at this place the wind nearly always comes from an adverse direction because the Great Kanawha River comes in from the southern side of the Ohio River; and as the prevailing winds at the time of heavy navigation during the winter and spring months is from the northwest and north, you can readily see what would happen—the wind would drive them over to the Parkersburg shore.

Mr. BARTLETT. When you were here before you started to make a statement in reference to some plans which had been acquiesced in to build a bridge below the Baltimore and Ohio railroad bridge with a span of a thousand or more feet, and then some one made a motion and you did not finish. Were not the physical difficulties in the way of building a bridge at that proposed place the chief reason why the project was abandoned?

Mr. TILLEY. I do not know why they abandoned it. I do not know about the other site, because I have never seen it. There is one bridge at Cincinnati on a 1,000-foot span, and there are several other bridges of from 780 to 1,000 feet. All recent bridges have had a wide span across the Ohio River.

Mr. BARTLETT. You speak about the dangers of accident to a boat coming up and going down. What character of injury to the boats have you had?

Mr. TILLEY. We strike them and destroy them and sink them, contents and all. Each one of these craft holds as much as 100 tons of coal, and when you strike a bridge the craft is sunk. It is utterly destroyed.

Mr. BARTLETT. Do you mean that you knock the chimney off the boat, or something like that?

Mr. TILLEY. No. The craft itself is destroyed. The tug, you know, is hitched in the rear, and it pushes the craft along from the rear, a large fleet. There are some 20,000 tons of coal in one of these tows, and of course in colliding with one of these bridge piers 20,000 tons smashes everything in sight, almost.

Now, gentlemen, I would like to have Capt. J. F. Ellison heard. He is here present.

Mr. TOWNSEND. Your side will have thirty-seven minutes.

Mr. WOODYARD. General Grosvenor wants five minutes, and in addition Mr. Morse wants to be heard. Now, Captain Morse.

STATEMENT OF MR. E. K. MORSE, OF PITTSBURG, PA., CONSULTING CIVIL ENGINEER.

Mr. MORSE. Gentlemen, I am sorry I have such a limited time, because on that account I will have to drop out a good deal of what I wanted to say. When I was retained by the bridge company my first object was to go and view the site, which I did, and studied the location and noticed that the Baltimore and Ohio bridge, which has been there for years, had two channel spans close on the Ohio side and one on the West Virginia side, next to West Virginia. They vary from 210 to 250 feet. At an ordinary stage of water there are 7 of these in the river. The locations indicated below the Baltimore and Ohio bridge are very objectionable on account of the ground being flooded. In 1882 and 1884 we crossed in steamboats over what is now Belpre, 1,500 feet above Parkersburg, and that would be flooded at an ordinary stage of water. You can therefore appreciate the fact that an ordinary location that would be satisfactory must not only join the centers of gravity of population, but must be above high water. After viewing the location and getting all the information I could from local pilots and ferrymen and others who did not know my relation to the project and did not know who I

was, I decided that a span located above the Baltimore and Ohio bridge should not be an obstruction, an unreasonable obstruction, to the interests of navigation.

In 1872, on December 17, there was passed what is now known and what has been known as the "Ohio River bridge law." That was amended on February 14, 1883. The amendment has been the portion that we have followed. I have built three bridges across the Ohio River. I have attended these engineers' hearings for over fifteen years. I have built perhaps a dozen bridges in the vicinity of Pittsburg over navigable streams; so that these methods of hearing are not new to me, neither am I a novice on the question under discussion.

Now, I want to read you part of section 2 of the act of February 14, 1883, which covers the building of bridges across the Ohio River, which I have followed as a precedent. Section 2 provides:

That every bridge hereafter erected across the Ohio River shall have its axis at right angles to the current at all stages, and all of its spans shall be through spans. Every such bridge shall have at least one channel span placed over that part of the river usually run by descending coal fleets, said channel span to give a clear waterway between the piers of five hundred feet, measured on the low-water line.

This is the law I am reading to you, not the opinion of a river man or of river men. [Continuing:]

Said channel span shall be at least forty feet above local highest water, measured to the lowest part of the span, and shall be at least ninety feet above low water in bridges built above the mouth of the Big Sandy River, and at least one hundred feet above low water in bridges built below the mouth of the Big Sandy River, measured to the lowest part of the span.

I will not read the balance. What does that say? We shall be governed by the conditions or necessities of down-going fleets, which has always been the argument, and the only argument. We could build a 500-foot span there, and stand on it, but we do not want to put in an obstruction that is an unreasonable obstruction to navigation, and for that reason I have moved the pier on the Ohio side 100 feet in beyond the line of the present pier. I moved the other one 700 feet out. The two spans of the Baltimore and Ohio are 324 feet clear each, making the joint between the center pier, and being about 648 feet. I offered them 700 feet. It was opposed.

I would like to say right there that these hearings have always been held at the nearest government office, either at Cincinnati, Wheeling, or Pittsburg. We always have an adjourned hearing. I have never before been denied the privilege of going on the site with my engineers to establish buoys and put flags at the center of each and every pier. But this time—and I am not criticising anybody; I am just giving the facts—Major Newcomer went down with Mr. Tilley and some pilots to Parkersburg, and they viewed the location, and they ran one of the channel spans on the Ohio side with one of their fleet. By accident Colonel Rossell came there. Whether Major Warren had been there or not I do not know. I have not been given the privilege of appearing there with the government engineers.

Mr. HUBBARD. Did you ask for that privilege?

Mr. MORSE. No; not after they had gone there themselves without inviting me. I simply prepared the case as best I could. We offered as a compromise there at the hearing at Cincinnati that we move the pier on the Ohio side out 50 feet and make our channel span 725 feet.

This bridge that we propose to build will be the heaviest construction I have ever built on a highway, for a highway bridge across the Ohio River. Its construction will be quite as heavy as that of the bridge at Steubenville, and more than twice as heavy as that at Newell or Rochester. Consequently the cost of the increased length of the span runs up enormously high, and every highway bridge that is built on the Ohio River, to my knowledge—

Mr. BARTLETT. The bill, I notice, provides for an 800-foot span?

Mr. MORSE. Yes. We agreed to compromise finally at 800 feet in order to be able to go ahead with this construction.

Mr. TOWNSEND. Let me ask you: Is the contour of the banks in such a form there as to present a special and unusual engineering proposition?

Mr. MORSE. No, sir. There was no opposition made at Cincinnati to this bridge for down-going fleets. The argument was one that has been put up and never before indulged in, for up-coming fleets.

Mr. KENNEDY. I think perhaps the witness has misapprehended the Judge's question. I was down there and looked at the place. As I understand, the situation on the two banks makes one site for the bridge, and there is no other site there. Is not that true, practically?

Mr. MORSE. There are two channel spans, and—

Mr. KENNEDY. I mean under the requirements of the location on the river. Is there any other good location available?

Mr. MORSE. If there was no Baltimore and Ohio bridge there you could move it.

Mr. KENNEDY. You still misapprehend. What is the objection to moving it a thousand feet above on the river?

Mr. MORSE. If you go up 1,000 feet—and they say 1,500 feet—you approach such low ground that it would be unsuitable, and then you are out of the city.

Mr. KENNEDY. I would like you to point out the advantages of this location, and how difficult it would be to move either up or down.

Mr. MORSE. If we followed the government engineer's suggestion of going up the stream and building a bridge there, we would have to have approaches that would so run up the expenses to get out and get to the high ground and have a proper landing above the ordinary high stage of water that it would be prohibitive, practically. And right there I was going to say that all of these bridges are toll bridges. Some of them are made free now, but they are investments. They must be where they are going to earn money and where there is going to be sufficient travel to pay a fixed expense and give a reasonable profit.

Mr. TOWNSEND. Would it not be possible to put this bridge right close up next to the Baltimore and Ohio bridge?

Mr. MORSE. I will answer that question. If you go above the Baltimore and Ohio bridge, you will go away below where the ferry-men will carry the people. We have gone through with that.

Now, with regard to the construction, this bridge will be of the same type as I have three times built already across the Ohio River. It will be a suspension bridge. It must have anchorages. The arms must be practically equal to the channel span of 400 feet on each side. The Baltimore and Ohio line curves, so that under the circumstances you would run right into their tracks.

Mr. HUBBARD. Is that Baltimore and Ohio bridge on a tangent or a curve?

Mr. MORSE. On the Ohio side it begins to curve.

Mr. HUBBARD. Which way?

Mr. MORSE. Upstream; and cost rendered necessary thereby is prohibitive. Now, to go 50 feet above that pier, it simply means an injunction on both sides of the river. We are West Virginia on one side and there is Ohio on the other, and I imagine there is no court that would refuse to give a permanent injunction against a construction of that kind.

But even supposing you could build it: We want to bring travel across that bridge—country travel and produce. They are not going to go 50 feet off and have the great clouds of smoke from the railroad trains blow all over that bridge, frightening the horses and constituting a nuisance. Rather than do that the men driving vehicles would hitch their teams on the other side of the bridge and walk over. Now, by insisting on a 750-foot span, these people, as I say, have made an expense that almost would make the bridge prohibitive. Yet they were willing to compromise and go ahead in order that they might be ready to go on with this construction of an 800-foot span, which was practically more in cost than the earning capacity of the enterprise would justify.

Mr. TOWNSEND. Do you know whether there is a real element of danger, such as the gentleman suggests here, to the construction of such a bridge as indicated?

Mr. MORSE. I am not a pilot, but all my experience would entitle me to say, unquestionably and emphatically, no. And right there I must ask, Why are the pilots so fearful with regard to the up-coming fleets? If they will answer you frankly they will say it is because the Pittsburg coal combine management have forced upon these pilots their opinion, and they have not a word to say about it. The up-coming fleet is beyond their capacity, and they can not control it. Now, they do not say that—and I know them all—simply for the reason that the Coal Exchange and the Pittsburg coal combine furnish about all the pilot positions there are on the river. They run and control the whole thing, except a few little local things, and I would not expect them to oppose the decision of their head officials. That is not rational. They are human. I am human, and the rest of us are, too.

Mr. TOWNSEND. What is the charge that the ferrymen make to cross there now?

Mr. MORSE. Five cents a passenger.

Mr. TOWNSEND. What do you propose to charge?

Mr. MORSE. The same. That is the West Virginia law. I have not gone into that, but that is what they have done on the other three bridges.

Mr. BARTLETT. How wide is the river?

Mr. MORSE. It is 1,400 feet, to carry out the wish of the government engineers.

Mr. BARTLETT. That is, the bridge?

Mr. MORSE. Yes, sir. Notwithstanding that, 650 feet below, with two channel spans that fix the channel, the two Baltimore and Ohio bridge channels that fix it have seven piers in the river at a very ordinary stage of water.

Mr. TOWNSEND. What is the nearest foot-and-wagon bridge that crosses the river?

Mr. MORSE. One at Marietta, 12 miles above. That travel passes north. The travel here wants to go south and west toward Athens and Columbus, and in that direction.

Mr. KENNEDY. How much does it increase the cost of building such a span—you can state it as an engineer—to increase the length from 750 to 800 feet?

Mr. MORSE. Not less than \$50,000.

Mr. KENNEDY. Are you, Mr. Morse, familiar with the action taken by the board of engineers with reference to the Baltimore and Ohio bridge? Do you know what their order to the Baltimore and Ohio bridge was?

Mr. MORSE. As I have read it, and as I understand it, they are to remove the channel pier.

Mr. KENNEDY. That is, they are to throw two channel piers into one?

Mr. MORSE. The two 320-foot channel piers and the one center pier.

Mr. TOWNSEND. I suggest that you have on your side now only seven minutes more. We would just as soon have you take all the time as anybody else.

Mr. KNOWLAND. The other side have twenty minutes remaining.

[At this point Mr. Knowland assumed the chair.]

Mr. TILLEY. I want to take a minute or two, Mr. Chairman, if I may. I know that Mr. Morse casts no imputations on the engineers, but yet he makes some remarks that sound very much like criticism for his not having been invited to meet the engineers when they inspected the site. I went to Parkersburg the same day as Major Newcomer came to Parkersburg—Major Newcomer, a member of the board at Pittsburg. I may remark concerning this law which Mr. Morse has read a part of—only a part, but not the material part—that it says each member of the commission shall visit the site of a proposed bridge. One of them said to me, "I am going to Parkersburg to visit the site of the bridge." It did not occur to me to invite Mr. Morse to go along. Major Newcomer and I got to Parkersburg and in the Chancellor Hotel we happened to run across Major Rossell. That explains how that came about.

Mr. TOWNSEND. Oh, well, that is not material, anyway.

Mr. MORSE. While you were at Parkersburg with Major Newcomer were you not at the home of the ferryman at Belpre? Did we not meet you?

Mr. TILLEY. Yes. But I did not know that this man had a ferry before the bridge question came up.

Mr. MORSE. Did you say you invited me to go with you and Major Newcomer?

Mr. TILLEY. No; I did not say that. But we would have been glad to invite you.

Mr. KENNEDY. There is one thing I would like to ask, and that is—

Mr. TILLEY. As to whether this Pittsburg Coal Exchange has endeavored to influence or coerce these pilots. I want to say that the pilots have minds of their own, and they will be glad themselves to testify on that point. Some of them are here present. And in that connection I would like to introduce to you Capt. J. F. Ellison, of Cincinnati, secretary of the Ohio Valley Improvement Association.

**STATEMENT OF CAPT. J. F. ELLISON, OF CINCINNATI, OHIO,
SECRETARY OF THE OHIO VALLEY IMPROVEMENT ASSO-
CIATION.**

Captain ELLISON. Gentlemen, I want to say in the beginning that I represent the Ohio Valley Improvement Association, an association that has been working to improve the Ohio River for a good many years.

I want to say to my friends from Parkersburg that we are not here to oppose the building of a bridge at Parkersburg, but we are here to oppose the building of a bridge at Parkersburg which is opposed by the government engineers—a body of gentlemen who, I submit, gentlemen, stand as high, if not higher, than any other body of men in the government service; a body of men which I understand in the last fifteen years have had but two men who have been under suspicion in their ranks. These men say this proposed bridge is an unreasonable obstruction to navigation, placed where it is. They have pointed out that it could be placed 1,500 feet higher up.

Mr. BARTLETT. Below the bridge?

Captain ELLISON. Above the present Baltimore and Ohio bridge. I submit that to serve a community of 100,000 people the center of gravity of that population will not be much disturbed by moving it 1,500 feet up the river. Up to this time you have heard only absolutely interested evidence.

Mr. TOWNSEND. What have you to say as to its being practicable to construct it 1,500 feet higher up?

Captain ELLISON. I want to ask simply that you hear the government engineers, the United States Government engineers, who are competent to tell you about it.

Mr. HUBBARD. Are you familiar with the location?

Captain ELLISON. Yes, sir. I was a navigator of the river there for a good many years.

Mr. HUBBARD. Is there any danger to the downstream navigation by reason of the location of this bridge?

Captain ELLISON. No, sir.

Mr. HUBBARD. Is there danger to the upstream navigation in ordinary water?

Captain ELLISON. I think so.

Mr. HUBBARD. What would it be?

Captain ELLISON. These craft are nearly 1,000 feet in length, and if you got into trouble, as you say, you could not back; you would have to go ahead, because if your towboat is just above the lower bridge it is a case of going up the river. You can not come down with the current against you.

Mr. HUBBARD. Would that be so with a span of 650 feet in the Baltimore and Ohio bridge?

Captain ELLISON. I am not competent to state about the upper bridge, because I have not seen the drawings. My whole contention is that the people who are the most competent to give evidence to you gentlemen are the government engineers. I understand you are asked to recommend a bill that would override the government engineers on this question. My suggestion is that you call them before

you. Let them give to you evidence that you can not question as being biased one way or the other.

Mr. HUBBARD. Congress, you know, has had to pass a bill to override the Supreme Court of the United States on this question. Congress has found it judicious to do it.

Captain ELLISON. You are there getting in water too deep for me.

Mr. HUBBARD. You know, as a matter of fact, don't you, that the Supreme Court of the United States would have prevented the erection of a suspension bridge at Wheeling, and it was by legislation of Congress that that bridge was eventually built against the opposition that arose at Pittsburg? You know that as a matter of history?

Captain ELLISON. It may be; but I do not recollect it as a matter of history.

Mr. HUBBARD. Is there any real danger to the tows coming upstream unless there is a very strong westerly wind blowing as that tow approaches the proposed bridge from the south?

Captain ELLISON. I do not lay the stress on the upstream navigation that has been laid upon it by others.

Mr. HUBBARD. There is no trouble about the downstream navigation, and if you do not lay stress on the upstream navigation, then what is the trouble?

Captain ELLISON. I do lay stress upon the fact that the most competent people in the government service have said that this is an unreasonable obstruction to navigation where it is and have pointed out that 900 feet farther up there is a place where the bridge can go, as the gentlemen now prescribe it.

Mr. HUBBARD. Your testimony is simply this, that the judgment of the engineers ought to stand simply because it is the judgment of the engineers?

Captain ELLISON. From the river man's standpoint I want to say that, when you take into consideration the intricacies of navigation, they are not infallible, but I do believe they know more about how to build a bridge than the river men.

Mr. HUBBARD. To what extent do the engineers take into account the needs of the people crossing or desiring to cross the river?

Captain ELLISON. I do not propose the building of this bridge, but I do know a good deal of that country there, and I question very seriously the interest of Congress in pressing the needs of Parkersburg.

Mr. HUBBARD. My question is whether the engineers do not devote their attention entirely to what the river needs, and leave out of account the needs of commerce crossing the river.

Captain ELLISON. I take it that the engineers are appointed to guard the commerce of the river.

Mr. HUBBARD. And they therefore disregard everything else?

Captain ELLISON. That does not follow—that they utterly disregard the other business.

Mr. HUBBARD. But they do.

Captain ELLISON. I do not know about that.

Mr. GROSVENOR. Has not the board of engineers consistently and persistently opposed every movement in the way of a bridge, or extension of railroads, and everything of that character, always, at every point between Louisville and Pittsburg?

Captain ELLISON. Absolutely not.

Mr. GROSVENOR. How many bridges now standing have escaped that criticism?

Captain ELLISON. Only when commercial greed was willing to sacrifice the proper interests that belong to the navigation of the river.

Mr. GROSVENOR. Strike out "commercial greed" and say "commercial enterprise."

Mr. KENNEDY. When the engineers offered these people an alternative, did they not propose to them to build a bridge in a place that is impossible—as impossible as if they had directed it to be sustained by wire ropes attached to the stars?

Captain ELLISON. I think that is a little farfetched, Mr. Kennedy. The gentleman who preceded me read a portion of the law, but not the whole law, and—

Mr. KENNEDY. This bridge would need to be a very heavy one, and would have to have wide and long foundations for its piers, and they wanted those piers to be put right at the piers of the Baltimore and Ohio bridge. Any engineer would know that they could not build the piers to sustain that bridge 50 feet above the other bridge without tearing out the Baltimore and Ohio piers.

Captain ELLISON. I do not understand why that could not be done.

Mr. TILLEY. Why should it be such a heavy bridge if it is to be a highway bridge?

Captain ELLISON. You are told that if you put that bridge 1,000 feet above, the ferry will carry the people. Is 1,000 feet going to interfere with a great population?

Mr. KENNEDY. One thousand feet above would carry them to an impossible place to build.

Captain ELLISON. I do not think that statement can be borne out by absolute facts and surveys. I know the shore there as a layman, not as an engineer, and I see no difficulty up there. The West Virginia shore there lies low until you get to the second bench in Parkersburg.

With your permission, gentlemen, and the permission of the other side, I take it that the chairman, or the gentleman who occupied the chair when we first began the hearing, intended that the hearing should be regarded as informal, and it was necessarily limited as to time, and that the people who appear here could later on present their views in writing.

Mr. TOWNSEND. There is no question about that at all. This is purely a matter of accommodation to you gentlemen.

Captain ELLISON. Then, with that understanding, I will close. Perhaps some of you will have questions to ask.

Mr. KNOWLAND. We will now hear from Mr. Grosvenor.

STATEMENT OF CHARLES H. GROSVENOR, ESQ., OF ATHENS, OHIO.

Mr. GROSVENOR. Mr. Chairman and gentlemen, I do not represent any river interest or ferryboats. When a man begins to talk about ferryboats to me I begin to think about wooden plows and other things now obsolete that we knew of in our youth. We do not use ferryboats on the Ohio River except only when we are forced to do so by the opposition of gentlemen who are constantly and all the

time organizing the force of representative power in the Ohio Valley to improve the Ohio River to a depth of 9 feet all the year round and who talk to us about the tremendous commerce of the river, and always in the interest of the expenditure of all of the money that it is possible to get in the improvement of the river itself, and who are constantly opposing every interest of the men who are on shore.

I was a member of the Committee on Rivers and Harbors for eight years, and I never failed to do everything that I could for every Ohio River improvement. But no more unreasonable opposition and attempted strangulation of the development of the country on both sides of the Ohio River has ever come from any source equal to what has come from the great interests which our money has been expended to build up, and the Pittsburg Coal Exchange is notoriously avaricious in that particular direction. We bought out the Monongahela River and handed it over to them, and broke up all the private interests up there, and have bridged the Monongahela River until it is a standing joke in Congress that they might as well, and probably better, build it endwise to the river than to keep on putting it cross-ways up there. [Laughter.]

Now, Parkersburg you have heard about. It is a point about half-way between Marietta and the mouth of the Hocking River. Up that Hocking River is the town of Coolville, and farther up, through one of the most dense agricultural populations of the State of Ohio, is the center of the great coal-producing section of Ohio—Athens. The county is first in the production of bituminous coal in the State of Ohio. The population is growing rapidly. The town itself has a population of about 8,000. Shortly above it, in the same coal field, is Nelsonville, with 10,000 population, and instead of it being a sparse population, it is a wonderfully growing and thickly settled population. At Pomeroy and Middleport there is a population of something like 10,000. On the West Virginia side there are three large towns. Then come Point Pleasant and Gallipolis, Ohio.

Now, the project here is to build a bridge across the Ohio River at Parkersburg so as to send a trolley line out through this thickly settled, growing country down into the great populous section of the coal-mining region of Ohio. The money is ready to build that road. It would be useless to build it to Belpre and stop on the Ohio side of that river. It is not in keeping or in accordance with the every-day and present-day theory of doing business; and while no man could induce me to give an opinion or make a vote that would obstruct or impair or hinder the free and open navigation of the Ohio River, nobody has a higher opinion of its value than I. I have been traveling up and down it ever since I was a boy 4½ years old, and when I first came here it took me a week to go from Johnstown, Pa., down to Marietta; and while I would not obstruct its navigation or lay a straw in its way, yet I insist that the growth of the length of coal tows shall not alone and exclusively be favored on the Ohio River while the growth of population and the growth of industrial interests shall be strangled.

There is no occasion for it. I know something about flatboating myself. I have followed the business out of the river Hocking and down the Mississippi River, when I was a young man, on a flatboat. There is no reason why the interests of that section of country should be strangled so that the Pittsburg Coal Exchange shall add a few

annual enlargements to their coal tows. If they can not get along with 1,000 feet, let them make 900 feet. We have to adjust ourselves to conditions. Why should they not adjust themselves?

Now, war has been waged against this present Ohio River bridge at Parkersburg constantly. It is now the structure over which by the Baltimore and Ohio Railroad the East and the Southwest communicate. It has heretofore been the center of a bitter warfare. Yet they tell us that from 1872 down to the present time their blundering in the handling of their coal tows amounts to only an insignificant minimum of loss. We all expect losses in the handling of these coal tows. If you will go and stand on the bank of the river, as I have done, and see the coal tows passing day after day—Pomeroy has been usually the point of my observation—you will see the manner in which they are handled. The wonder is that they ever get through without greater loss. The insignificant losses that have been sustained heretofore show that there is no important obstruction at Parkersburg and that their coal tows are safely and skillfully handled by their pilots.

Mr. KNOWLAND. Your time has expired, General.

Mr. GROSVENOR. Just one word more. The coal-tow business on the Ohio River is not the only object in letting that stream run down to the Gulf. It is important for all the other interests there. I speak for the people who want to build these communicating links out into the great population of southern Ohio.

Mr. HUBBARD. Is there any express time within which the written briefs or statements should be filed?

Mr. TOWNSEND. I do not imagine, Mr. Hubbard, that this matter will foreclose any opportunity that anybody might have at the beginning of the next session. The probabilities are that if gentlemen wish to be heard at that time they will be given the opportunity. But if gentlemen wish to make up the case now and let it be printed and have it submitted at the next session, then it would be better for every man who has anything to say to condense it now and put it in the record, because the record will be read just as we have it here, and I imagine that it would save them some trouble if they will put that in now.

Mr. HUBBARD. That is about the substance of the suggestion I would make. Nobody will be foreclosed. It seems to me that the convenience of everybody and the convenience of the committee in examining this question would be subserved if, within a reasonable time, satisfactory to everybody here, it could be understood that their statements could be prepared and filed so that they could be printed at an early day. And in that same connection I would suggest that the chairman of the subcommittee obtain from the engineers' office of the army a copy of the engineers' report and whatever statement may be in existence concerning the hearings that were had by the engineers, so that that material might at the same time go into print, so that we could have the whole case, and the great body of it might be printed and presented for the enlightenment of everybody interested in it.

Mr. TOWNSEND. I think that would be a good idea. Suppose it be understood that you have thirty days in which to present anything, and then we will have it printed with the record of the engineers so that it will be in condensed form to be submitted to the committee when the committee is appointed.

Mr. KNOWLAND. Would thirty days be satisfactory to both sides? If there is no objection it will be understood, then, that both sides will have thirty days within which to submit anything they desire to put in.

Mr. WOODYARD. Gentlemen, we are certainly very much obliged to you.

**FULL TEXT OF THE LAWS OF THE UNITED STATES GOVERNING
THE CONSTRUCTION OF BRIDGES ACROSS THE OHIO RIVER,
FILED BY W. E. K. MORSE.**

CHAP. IV.—An Act to authorize the Construction of Bridges across the Ohio River, and to prescribe the Dimensions of the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any persons or corporations, having lawful authority therefor, may hereafter erect bridges across the Ohio river, for railroad or other uses, upon compliance with the provisions and requirements of this act.

SEC. 2. That every bridge hereafter erected across the Ohio river, above the mouth of the Big Sandy, shall have at least one span of a height of not less than ninety feet above low water, and of not less than forty feet above local highest water, measured to the bottom chord of the bridge; that every bridge hereafter erected across the Ohio river below the mouth of the Big Sandy, shall have at least one span of a height of not less than one hundred feet above low water, and of not less than forty feet above highest water, measured to the bottom chord of the bridge; that this high span shall give a clear opening of at least four hundred feet between the piers, measured at right angles to the current at every stage, and that it shall be placed over the main channel of the river used by boats during ordinary stages of water: *Provided, however,* That any one company, lawfully authorized by the States of West Virginia and Ohio, is hereby authorized to construct a bridge across the Ohio river, from the city of Wheeling, in the State of West Virginia, to the opposite side of said river within the State of Ohio, with a span over the main channel of not less than three hundred and fifty feet in length, and in all other respects conformable and subject to the provisions of this act, so far as the same are applicable to bridges about the mouth of the Big Sandy: *And provided,* That in case this high span is not over the low-water channel, suitable arrangements be made elsewhere to permit the passage of single boats under the bridge at low water; that all bridges over the Ohio river, below the Covington and Cincinnati suspension bridge, shall have, in addition to the high span prescribed above, a pivot-draw, giving two clear openings of one hundred and sixty feet each, measured at right angles to the current at the average stage of water in the river, and located in a part of the bridge that can be safely and conveniently reached at that stage; and that said draw shall be opened promptly, upon reasonable signal, for the passage of boats, whose construction shall not be such as to admit of their passage under the stationary spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw before or after the passage of trains.

SEC. 3. That the piers of the high span and the piers of the draw shall be built parallel with the current at that stage of the river which

is most important for navigation: and that no ripraps or other outside protection for imperfect foundation will be permitted in the channel-way of the high span, or of the draw openings.

SEC. 4. That any person, company, or corporation authorized to construct a bridge across the Ohio river shall give notice, by publication for one week in newspapers having a wide circulation, in not less than two newspapers in the cities of Pittsburg, Cincinnati, and Louisville, for bridges, above the mouth of the Big Sandy, and in the cities of Pittsburg, Cincinnati, Louisville, Saint Louis, Memphis, and New Orleans, for bridges below the mouth of the Big Sandy, and shall submit to the Secretary of War, for his examination, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction of the current at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject by the Secretary of War; and if the Secretary of War is satisfied that the provisions of the law have been complied with in regard to location, the building of the piers may be at once commenced; but if it shall appear that the conditions prescribed by this act cannot be complied with at the location where it is desired to construct the bridge, the Secretary of War shall, after considering any remonstrances filed against the building of said bridge, and furnishing copies of such remonstrances to the board of engineers provided for in this act, detail a board composed of three experienced officers of the corps of engineers, to examine the case, and may, on their recommendation, authorize such modifications in the requirements of this act, as to location and piers, as will permit the construction of the bridge; not, however, diminishing the width of the spans contemplated by this act: *Provided*, That the free navigation of the river be not materially injured thereby.

SEC. 5. That all parties owning, occupying, or operating bridges over the Ohio river shall maintain, at their own expense, from sunset to sunrise throughout the year, such lights on their bridges as may be required by the light-house board for the security of navigation; and all persons owning, occupying, or operating any bridge over the Ohio river shall, in any event, maintain all lights on their bridge that may be necessary for the security of navigation.

SEC. 6. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across any such bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the navigation of said river, created by the construction of any bridge under this act, the cause or question arising may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

SEC. 7. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the future construction of bridges, is hereby expressly reserved, without any liability of the government for damages on account of the alteration or amendment of this act, or on account of the prevention or requiring the removal of any such obstructions; and if any change be made in the plan of construction of any bridge constructed under this act, during the progress of the work thereon or before the completion of such bridge, such change shall be subject to the approval of the Secretary of War, and any change in the construction, or any alteration of any such bridge that may be directed at any time by Congress, shall be made at the cost and expense of the owners thereof.

SEC. 8. That joint resolution number ten, approved April seventh, eighteen hundred and sixty-nine, authorizing the construction of a bridge over the Ohio river at Paducah, be, and the same hereby is, repealed.

* * * * *

Approved, December 17, 1872.

CHAP. 44.—An act supplementary to an act approved December seventeenth, eighteen hundred and seventy-two, entitled "An act to authorize the construction of bridges across the Ohio River, and to prescribe the dimensions of the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act of Congress approved December seventeenth, eighteen hundred and seventy-two, entitled "An act to authorize the construction of bridges across the Ohio River, and to prescribe the dimensions of the same," shall be, and the same is hereby, amended by striking out sections two and four of said act and substituting therefor the following:

"SEC. 2. That every bridge hereafter erected across the Ohio River shall have its axis at right angles to the current at all stages, and all of its spans shall be through spans. Every such bridge shall have at least one channel-span placed over that part of the river usually run by descending coal-fleets, said channel-span to give a clear water-way between the piers of five hundred feet, measured on the low-water line. Said channel-span shall be at least forty feet above local highest water, measured to the lowest part of the span, and shall be at least ninety feet above low water in bridges built above the mouth of the Big Sandy River, and at least one hundred feet above low water in bridges built below the mouth of the Big Sandy River, measured to the lowest part of the span: *Provided, however,* That all bridges over the Ohio River below the Covington and Cincinnati suspension bridge shall have, in addition to the channel-span prescribed above, a pivot-draw giving two clear openings of one hundred and sixty feet each, measured at right angles to the current at high stages, and located in a part of the bridge that can be safely and conveniently reached at such stages; that said draw shall be provided with suitable rest-piers above and below the pivot-pier, and suitable floats or crib-work connecting said rest-piers with the pivot-pier, to enable boats to pass through said draw with safety;

that in case said draw span is near either shore, the bridge company, by purchase or otherwise, shall extinguish the right of mooring boats or other water craft to the adjacent shore for a distance of at least seven hundred feet above and seven hundred below the bridge; and that said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the stationary spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening said draw before or after the passage of a train: *Provided, further,* That in lieu of the high draw prescribed above, bridges over the Ohio River below the Covington and Cincinnati suspension bridge may be built as continuous bridges, with a clear height of fifty-three feet above local highest water, measured to the lowest part of the channel-span."

"SEC. 4.—That any person, company, or corporation authorized to construct a bridge across the Ohio River shall give notice, by publication for one week in newspapers having a wide circulation, in not less than two newspapers in the cities of Pittsburgh, Cincinnati, and Louisville for bridges above the mouth of the Big Sandy, and in the cities of Pittsburgh, Cincinnati, Louisville, Saint Louis, Memphis, and New Orleans for bridges below the mouth of the Big Sandy, and shall submit to the Secretary of War, for his examination, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river and the shore lines at high and low water. This map shall be accompanied by others, drawn on the scale of one inch to two hundred feet, giving, for a space of one half a mile above the line of the proposed bridge and a quarter of a mile below, an accurate representation of the bottom of the river, by contour lines two feet apart, determined by accurate soundings, and also showing over the whole width of this part of the river the force and direction of the currents at low water, at high water, and at least one intermediate stage, by triangulated observations on suitable floats. The maps shall also show the locations of other bridges in the vicinity, and shall give such other information as the Secretary of War may require for a full and satisfactory understanding of the subject. Said maps and drawings shall be referred to a board of engineers for examination and report, which board shall personally examine the site of the proposed bridge, and shall hold a public session at some convenient point to hear all objections thereto, of which public session due notice and invitation to be present shall be given to all interested parties; and if said board of engineers reports that the site is unfavorable, the Secretary of War shall be authorized, on the recommendation of said board, to order such changes in the bridge or its piers or such guiding-dikes or other auxiliary works as may be necessary, at the expense of the proprietors or managers of such bridge or piers and other works for the security of navigation; and the proposed bridge shall only be a legal structure when built as approved by the Secretary of War."

SEC. 5.—That the right to alter, amend or repeal this act as set forth in section seven of the act hereby amended is hereby reserved.

Approved, February fourteenth, 1883.

CHAP. 158.—An act making appropriations for the construction, repair and preservation of certain public works or rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

* * * * *

SEC. 4. That any permission granted by the Secretary of War under the provisions of an act of Congress entitled "An act to authorize the construction of bridges across the Ohio River, and to prescribe the dimensions of the same," approved December seventeenth, eighteen hundred and seventy-two, as amended by an act supplementary thereto, approved February fourteenth, eighteen hundred and eighty-three, for the construction of a bridge over said river, shall be null and void if said construction be not actually commenced within one year and completed within three years from the date of said permission.

* * * * *

Approved, July 13, 1892.

AFFIDAVIT OF CAPT. S. J. SPENCER.

STATE OF WEST VIRGINIA, *County of Wood, to wit:*

This day personally appeared before the undersigned authority Capt. S. J. Spencer, who, being first duly sworn, upon his oath says that he is a citizen and resident of the town of Belpre and State of Ohio, and has been such citizen and resident for thirty years last past; that his vocation is and has been for the last forty-two years a pilot on the Ohio River, on towboats running from Pittsburg to various points down said river, most of the time running from Pittsburg to Cincinnati, Ohio, and Louisville, Ky., and back again to Pittsburg; that he has been employed as such towboat pilot by various and sundry firms, dealing in coal, of the city of Pittsburg prior to the formation of what is commonly known as the "coal combine" of Pittsburg and a part of the time since, and is now employed as such towboat pilot in the towing of ties and the smaller class of freight, it having been about five years since he was regularly engaged in coal towing; that as such coal pilot it was his duty to bring down the river long tows of coal contained in barges and then to bring back up the river the empty barges; that he was engaged in this pursuit for a great many years and is thoroughly conversant with all the duties and responsibilities of a pilot and of the formation and condition of the river and its banks from Pittsburg to Cincinnati and Louisville; that during such employment it has been his constant habit to carefully observe all such conditions, and that in fact it was absolutely necessary for him to do so in order to become efficient as such pilot; that he is thoroughly acquainted with the conditions of the river and its banks at and near the city of Parkersburg and is thoroughly acquainted with the bed and banks of the river at Parkersburg. that he has examined the location of the proposed bridge across the Ohio River at Eighth street, in the city of Parkersburg, as projected and planned by the engineer acting for J. A. Newell; that said location is about 650 feet above the bridge of the Baltimore and Ohio Railroad

Company, extending across said river at Sixth street of said city; that said last-named bridge is supported by 7 large stone piers in the Ohio River at low water; that there are two channel spaces between the piers of said bridge, each of which is 326 feet in length, such channel spaces starting from the Ohio shore; that, with a tow of proper size, there is absolutely no danger, in going upstream, through either one of said spans; that it is possible to make such tows of such great and excessive length that they may get beyond the control of a pilot in any part of the river from Pittsburg to Cincinnati; that many of the tows which are sent out by the Pittsburg coal combine are of such excessive length, but affiant states positively and emphatically that in going through either channel span of the Baltimore and Ohio Railroad bridge, with a tow of proper length, upstream, there is not the slightest danger of striking on either side of the river; that affiant knows of the proposed location of the one pier which will be built near the West Virginia shore to support the proposed bridge at Eighth street, and affiant states positively that such pier would not, to the slightest extent, interfere with upstream navigation of any tow of reasonable size; that affiant was present at the hearing held by a subcommittee of the Foreign and Interstate Commerce Committee of the House of Representatives of the United States, held on the 7th day of April, 1909, and heard the statements made by representatives of the Pittsburg coal combine, and that every one of those statements was to the effect that the proposed bridge would interfere only with upstream navigation. Affiant further states that it is not a difficult matter for a competent pilot to effectually control any tow of reasonable size going upstream; that he can stop his tow within half of its length, can back with readiness and ease, and that there would be no excuse for the wreck of such tow, except that in case of an extremely high wind blowing across the river any tow is liable to be blown against the shore; that the presence of such a pier as is proposed in the bridge would not add to the danger, even in case of a high wind, because if the tow were to be blown that far, it would be blown to the shore.

Affiant further says that he has been acquainted, from time to time, with the attitude of the coal combine with reference to bridges across the Ohio River; that he has known of the fact that the coal combine opposed the erection of many of the bridges across the Ohio River; that in fact, to the best knowledge and recollection of affiant, there has never yet been a bridge proposed to be built across the Ohio River the building of which was not opposed and resisted by said combine since its formation, and that, until this time, said combine has never opposed the building of such a bridge on the ground that it would interfere with upstream navigation, but its contention has always been that it would interfere with downstream navigation.

Affiant further says that he is acquainted with the conditions of the river and the banks at Twelfth street, in the city of Parkersburg, where it has been suggested that the proposed bridge be built; that, at that place, on the Ohio side, there is an extreme point jutting out into the river, and a corresponding bend on the West Virginia side; that affiant's home is on the Ohio side at this point, and he is therefore intimately acquainted with the conditions; that the bank on the West Virginia side of the river, at this place, is not of such height

and character as to constitute a proper foundation for a bridge, but that if such bridge were constructed at this place it would be practically an impossibility to elevate it to such an extent as would keep it above the high-water stage; that, from the bank of the river shoreward, there is an extent and area of about one-half a mile of low ground before an altitude is reached which would constitute a proper foundation for such bridge. Affiant further states, that, from the standpoint of public convenience, a bridge at Twelfth street would be impracticable; that it would afford a crossing place between two comparatively sparsely settled communities; that people wishing to cross the Ohio River from Belpre to Parkersburg, or from Parkersburg to Belpre, would be put to great inconvenience in going to said bridge, and that the bridge at Eighth street is the extreme upper point at which a bridge should be built from the standpoint of public convenience, and, while affiant has no doubt that a bridge at Twelfth street would benefit him personally, yet, speaking as a citizen, affiant feels it his duty to state that a bridge at that point would not be of much benefit to the people of Parkersburg and Belpre, in the way of every-day travel.

Affiant has heard it further suggested that the proposed new bridge be built within 50 feet of the present Baltimore and Ohio Railroad bridge; affiant states that, in his best judgment, the building of a bridge so close to the Baltimore and Ohio Railroad bridge would be impracticable for the following reasons:

First. That the engines and cars crossing the Baltimore and Ohio Railroad bridge would frighten the horses and render it most dangerous to those crossing the new bridge with teams; that the smoke and dirt from the engines would also cause great inconvenience; that the location and pier of the new bridge within 50 feet of the old might cause caving of either; that, as Sixth street is occupied by the Baltimore and Ohio Railroad bridge, there would not be room enough for another bridge to enter upon Sixth street, and that, if it did not enter on Sixth street, there would be no place for it to enter on the West Virginia side, and that the bank of the river on the West Virginia side is totally unsuitable at that place for such new bridge, and as proof of this affiant states that the Baltimore and Ohio Railroad bridge, crossing there, does not reach the ground level until it reaches the corner of Avery and Sixth streets, in the city of Parkersburg, about a quarter of a mile from the river bank.

Affiant says that the channel span of the proposed new bridge will be 800 feet wide—that is to say that there will be a space in the river of 800 feet through which to conduct navigation—and that the only pier proposed, according to the plans and drawings submitted by the engineer for the proposed new bridge, will be located on the West Virginia side, near the shore, and affiant calls attention to the fact that this span of 800 feet would be 148 feet more in length than double the present river spans of the Baltimore and Ohio bridge, and that, in his judgment, as a pilot of experience and as one who has lived on the banks of the Ohio River for forty years, there is absolutely no solid foundation in fact for the opposition to the proposed bridge.

Affiant further states that he has no financial interest of any kind or description in the proposed new bridge, and that absolutely the one interest that he has in the matter is that of a citizen of a populous

community of Ohio, which community will be greatly benefited by the proposed new bridge.

S: J. SPENCER.

Subscribed and sworn to before me this 28th day of April, 1909.

[SEAL.]

O. S. HAWKINS,
Notary Public for Wood County, W. Va.

We, the undersigned pilots, operating on the Ohio River, do certify that we are acquainted with the proposed site of the new bridge at Eighth street, in Parkersburg; that we have read the affidavits of Captain Spencer and Captain Dunbargar, and that the statements made by them in such affidavits are true, and that the building of the bridge at Eighth street, as proposed, would not, in our judgment, interfere with navigation, either up or down the Ohio River.

A. C. DUNBARGAR.
E. A. McLAUGHLIN.
EDWARD SIMS.
J. H. OLLOM.
H. R. KRAFT.
C. G. CILLES.

AFFIDAVIT OF CAPT. A. C. DUNBARGAR.

STATE OF WEST VIRGINIA, *County of Wood, to wit:*

Capt. A. C. Dunbargar, who, being first duly sworn, upon his oath says that he is a citizen and resident of the town of Belpre, in the State of Ohio, and has been such for forty-nine years, and that for the past twenty-five years his residence has been near to the bank of the Ohio River; that he is now and has been for over thirty-five years a towboat and passenger pilot on the Ohio River, and that his runs have extended from Pittsburg to Cincinnati; that affiant has carefully read the affidavit made by Captain Spencer, submitted herewith, and, upon careful consideration of the same, states that he subscribes to each and every statement made therein, and, for the sake of brevity, makes the affidavit of Captain Spencer a part of this, his affidavit. Affiant further states that it is only as a matter of convenience that he does this, and that if it necessary, at any time, he is ready to make a more extended affidavit of his own.

Affiant further states that he has no pecuniary interest in the outcome of the controversy about the new bridge, but is interested only as a citizen of the community in which he lives; that during his residence in that community he has been in a position to judge of the transportation facilities offered by the small ferryboat across the Ohio River; that the only means of transportation of passengers or teams across the Ohio River is by means of such small ferryboat, and that often, when the river is running with heavy ice, there is absolutely no means of crossing the river between Belpre and Parkersburg except, of course, on the regular trains of the Baltimore and Ohio Railroad Company, upon which it is very expensive to travel,

and which stop at the depot in Belpre, a great distance from the center of the town; that there has been a great need for many years—in fact, ever since Parkersburg was a good-sized town—for better transportation facilities, and yet, even after Parkersburg became a city of 25,000 or 30,000, as it is to-day, and Belpre became a town of 1,500 people, as it is to-day, there are no practical means of transportation except said ferryboat; that the traffic on said ferryboat is extremely heavy, and said boat is frequently overloaded; that there is frequently considerable delay in the trips of said boat, and that when darkness comes the boat is stopped, and in order to cross the river it is necessary to get in a yacht or skiff and pay double fare; that said double fare is unlawful, unjust, and an imposition upon the citizens of both States, and that if it were thought desirable or necessary hundreds of affidavits could be produced and filed, showing the conditions as to ferriage herein set forth, and that affiant says that he knows that a part of the opposition to the proposed new bridge was directly inspired by the owner of said ferry, and affiant states that ample proof can be offered on this point if it is regarded as material.

A. C. DUNBARGAR.

Subscribed and sworn to before me this 19th day of April, 1909.

[SEAL.]

O. S. HAWKINS,

Notary Public for Wood County, W. Va.

PITTSBURG, PA., April 26, 1909.

SUBCOMMITTEE INTERSTATE COMMERCE COMMISSION,

Washington, D. C.

GENTLEMEN: In addition to the information given you verbally at the time of the hearing before your committee on April 7, I shall submit for your careful consideration a plan of the Ohio River in this vicinity made direct from government surveys. On this is shown the piers and center lines of tracks of the Baltimore and Ohio Railroad bridge across the Ohio River, our proposed location above same in dotted line, location suggested by the engineers of the War Department 50 feet above the Baltimore and Ohio bridge, but this is so plainly impossible that I have not attempted to locate the piers for same.

The second location suggested by the engineers of the War Department was 1,500 feet above the Baltimore and Ohio bridge. This practically extends from the foot of Twelfth street, in the city of Parkersburg, W. Va., to Fourth street, in the borough of Belpre, Ohio. In locating the piers for the second location, where I believe they will be the least menace to navigation, and at a distance 725 feet center to center, as suggested, you will note that they not only cut in two the Mountain State Gas Company's pipe lines, but would unquestionably do a greater damage in seriously interfering with the intake of the city waterworks of Parkersburg.

You will notice in Parkersburg and Belpre large circles indicating the centers of gravity of the business sections of the two places. The location, 1,500 feet above the Baltimore and Ohio bridge, necessitates an additional amount of travel equal to about 2,000 feet more than would be necessary by our proposed location per single trip.

At the Parkersburg approach to the bridge there are brickyards on each side of Twelfth street, besides it being the only entrance to the waterworks and the proper entrance to the Ohio River railroad yards and roundhouse, so that it is more than problematical whether the city of Parkersburg would be willing to abandon Twelfth street. But, assuming that this could be brought about, the low banks on each side would necessitate an addition of about 1,000 feet more in approaches than in our proposed location. It is estimated that this location would cost at least \$50,000 more in construction and at least \$50,000 more in rights of way; \$100,000 more than our proposed location, on the basis of an 800-foot channel span, as against a 725-foot channel span.

You may very properly ask yourself the question, why we didn't make our present location below the Baltimore and Ohio bridge, from a point, say, the corner of Fifth and Ann streets in the city of Parkersburg to a point on Main street, directly across the Ohio River from same in the borough of Belpre. If such a thought has occurred to you, I will answer same by saying that I did make a survey at this point; and that Fifth street is the farthest point down toward the Little Kanawha River in the lower section of Parkersburg that would be above the district flooded by extreme high waters, and even a portion of Fifth and Ann streets, if the bridge were located there, would have to be raised about 3 feet.

There are two serious objections to a bridge below the Baltimore and Ohio Railroad at this point. First, I question if it would not be a serious menace to the interests of navigation, but more serious than this is the fact that the Ohio River Railroad Company have bought all of the property on each side of Fifth street up as far as Ann, and all the ground in the vicinity of their freight depot, and have plans made for a new terminal passenger and freight station. We were notified by them that they would serve an injunction against us immediately if we started with the construction of a bridge crossing their property. This location was then abandoned.

The remark was made by those representing the river interests on April 7, that a few blocks did not make much difference in the location of a bridge. In the last fifteen years I have devoted almost entirely my time to the building of bridges, and especially toll bridges, and, as a stockholder and bondholder, am emphatically in favor of having the very best location, and those locations connecting in the shortest distance the centers of gravity of the traveling and business public.

I will state you two cases in this city, and there are others in this city, besides many others in this State. The first is the Sixth Street Bridge across the Allegheny River, which is one of the best paying toll bridges in this State. One block above this bridge is the Seventh Street Bridge, which has never paid a dividend. Next to the Sixth Street Bridge is the Smithfield Street Bridge, in the city of Pittsburgh, across the Monongahela River, which was, before it was made free, a splendid paying investment. The Tenth Street Bridge, just above the Smithfield Street Bridge, never paid a dividend, and it is my opinion that a bridge located 1,500 feet above the Baltimore and Ohio Bridge never would pay a dividend, and would be so far out of the line of travel that people would continue to put up with the inconvenience of the present ferry.

Respectfully, yours,

E. K. MORSE.

COOLVILLE, OHIO, *April 16, 1909.*

The INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: In addition to some facts relative to the opposition to the granting of a "permit" to Mr. James A. Newell to build a bridge over the Ohio River at Parkersburg-Belpre, submitted by me to Hon. Harry Woodyard of the Parkersburg district, I desire to submit the following facts to show motive, etc.:

Captain Shaw, of Belpre, Ohio, is the owner of the ferryboat and privileges at Parkersburg-Belpre. On Monday afternoon, April 5, in the Athens depot, I met Captain Shaw. He explained that he had come there from Belpre to meet Capt. Jason Curtis, whom he expected to be on same train I was awaiting to take to Washington to attend hearing before subcommittee on next day. During our conversation he made the following statement:

If Mr. Newell had come to me in person before he attempted to locate and build bridge he would now most likely have had it well under construction, and at a final cost of \$100,000 less than he will ever be able to do so (if he ever does), for, don't you know, there would never have been any opposition to it by the coal combine if it had not been for me? I got busy and saw that Mr. Tilley was made acquainted with some facts. It's a matter of self-preservation with me.

Substantially the same statement has since been made by Mr. Shaw to others.

Respectfully submitted.

A. E. LAWRENCE.

STATE OF OHIO, *Athens County, ss:*

Sworn to and subscribed in my presence this 16th day of April, 1909.

[SEAL.]

FRANK B. TIDD,
*Notary Public.*STATE OF WEST VIRGINIA, *County of Wood, to wit:*

This day personally appeared before me, the undersigned authority, C. W. Rowland, personally known by me and known by me to be credible, who, being by me first duly sworn, did depose and say as follows:

My name is C. W. Rowland. My residence is Marietta, Ohio. I am a licensed master and pilot of steamboats navigating the Ohio River and its tributaries. I have held a license as master for the fifteen years last past, and have held license as pilot between the ports of Pittsburg, Pa., and Louisville, Ky., for the twenty-four years last past. I am familiar with and have carefully gone over the site proposed for the construction of the bridge by the Parkersburg Bridge Company, a corporation, connecting the town of Parkersburg, W. Va., with the town of Belpre, Ohio. I have made a careful survey of its location and trial of the conditions under which the navigation would be conducted after the construction of the piers and am perfectly familiar with the channel at the point proposed, and I know from my experience and acquaintance with the channel that the proposed location will in nowise hamper or obstruct navigation at this point if the channel span is made from 700 to 720 feet wide and the bridge is constructed at a point 700 feet above the Baltimore and Ohio Railroad bridge. I am sure that the construction of these piers at the points proposed will in nowise interfere with or hamper the navigation or

operation of vessels either up or down the river at this point, whether the vessels are towing or are engaged in the packet business. I have no interest in this matter and make this affidavit entirely unprejudiced, and do not make this as a theory, but as my best judgment from my observation and experience as a practical steamboat man.

C. W. ROWLAND.

Subscribed and sworn to before me this 25th day of May, 1908.

W. W. JACKSON,
Notary Public, Wood County, W. Va.

STATE OF WEST VIRGINIA, *County of Wood, to wit:*

This day personally appeared before me the undersigned authority, Monroe Cross, personally known by me and known by me to be credible, who, being by me first duly sworn, did depose and say as follows:

My name is Monroe Cross. My residence is at Parkersburg, W. Va. I am a licensed master and pilot of steamboats navigating the Ohio River and its tributaries. I have held a license as master for the twenty-five years last past, and have held a license as pilot between the ports of Pittsburg, Pa., and Gallipolis, Ohio, for the twenty years last past. I am familiar with and have carefully gone over the site proposed for the construction of the bridge by the Parkersburg Bridge Company, a corporation, connecting the town of Parkersburg, W. Va., with the town of Belpre, Ohio. I have made a careful survey of its location and trial of the conditions under which the navigation would be conducted after the construction of the piers and am perfectly familiar with the channel at the point proposed, and I know from my experience and acquaintance with the channel that the proposed location will in nowise hamper or obstruct navigation at this point if the channel span is made from 700 to 720 feet wide and the bridge is constructed at a point 700 feet above the Baltimore and Ohio Railroad bridge. I am sure that the construction of these piers at the points proposed will in nowise interfere with or hamper the navigation or operation of vessels either up or down the river at this point, whether the vessels are towing or are engaged in the packet business. I have no interest in this matter and make this affidavit entirely unprejudiced, and do not make this as a theory, but as my best judgment from my observation and experience as a practical steamboat man.

MONROE CROSS.

Subscribed and sworn to before me this 22d day of May, 1908.

DORR CASTA,
Notary Public, Wood County, W. Va.

NEWELL, W. VA., May 5, 1909.

SUBCOMMITTEE INTERSTATE COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: In submitting to you the affidavits and letters of well-informed people concerning the proposed location of the Parkersburg and Belpre bridge across the Ohio River, we beg to assure you

that it is still our opinion that this is the only place for this bridge to be located from every point of view. Concerning the proposed location at Twelfth street, we could not consider the same for a moment, and even if we were disposed to do so, we could not interest the necessary capital in such a location, which would undoubtedly fail to pay dividends. Concerning the proposed location within 50 feet of the Baltimore and Ohio bridge, we would refer you to the argument made by Mr. Moss in his letter. From this letter you will observe that we could not obtain the necessary terminals on the Parkersburg side at this point.

We are free to say that if this large and populous community is ever to have a bridge for foot and interurban traffic across the Ohio River it can be profitably built only at the Eighth street location, where we have asked permission to build it. This is the only location that will serve the public, and we are not anxious to build a bridge at any point where the public will not patronize it.

We sincerely trust that the pending bill authorizing the construction at this point may meet with the approval of your committee and be recommended for passage.

Very sincerely yours,

THE PARKERSBURG BRIDGE COMPANY,
By JAMES A. NEWELL, *President*.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE.

GENTLEMEN: The late Country Life Commission has called attention to the needs of farmers. I desire to remind you that upon the building of the bridge at Parkersburg hinges the construction of trolley lines which will do more for the uplifting of the farmers of southern Ohio than any other one measure Congress can devise.

Sincerely,

F. P. AMES.

BELPRE, OHIO, *April 24, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: After carefully considering the proposed location of a bridge between Parkersburg, W. Va., and Belpre, Ohio, at Twelfth street instead of at Eighth street in Parkersburg, the former location is remote from the business section of both Parkersburg and Belpre, while the location at Eighth street possesses all of the advantages of location and approach to make it a convenient and valuable commercial proposition for the community on either side of the river.

Very respectfully,

F. J. PRUNTY, M. D.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE.

GENTLEMEN: In regard to the location of bridge across the Ohio River between Parkersburg, W. Va., and Belpre, Ohio, I would suggest to your honorable body that to locate said bridge at Eighth

street will be far preferable to the Twelfth street location, for the reason that the Twelfth street location would take the bridge away from the business center of both towns and would be a great inconvenience to a large majority of the people.

Yours,

F. F. GILBERT,
Rockland, Ohio.

APRIL 24, 1909.

ROCKLAND, OHIO, April 24, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: We respectfully ask your honorable committee, if it's in your power to do, that you recommend for the proposed bridge between Parkersburg and Belpre, to be constructed by Mr. J. A. Newell and others, that said bridge be located at or near Eighth street, Parkersburg, believing the greatest number of people will be benefited by this location, and that thousands of taxpayers in Ohio and West Virginia will be benefited by the building of this bridge.

Respectfully,

PATTON & SONS.
By B. J. PATTON.

BELPRE, OHIO, April 22, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: I beg leave to express my candid opinion that in the construction of a bridge across the Ohio River connecting Parkersburg, W. Va., and Belpre, Ohio, that the location at Eighth street is the only location for the business interests and for the people.

Yours, respectfully,

O. N. ELLENWOOD.

BELPRE, OHIO, April 21, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: It has come to my knowledge that in the proposition to construct a bridge over the Ohio River between Parkersburg, W. Va., and Belpre, Ohio, it has been suggested that this bridge be constructed at Twelfth street in Parkersburg rather than Eighth street.

On behalf of the citizens of Belpre and community, I beg to say that the Twelfth street location would by no means be satisfactory to the citizens on either side of the river, while the Eighth street location, as proposed by Mr. Newell, will meet the approval of all and conserve to supply the needs of a people who have waited long and anxiously for the privilege of spanning the beautiful Ohio with a bridge at this point.

Very sincerely, yours,

WILL M. COE.

BELPRE, OHIO, *April 24, 1909.*

COMMITTEE INTERSTATE AND FOREIGN COMMERCE,

Washington, D. C.

GENTLEMEN: The proposition to construct a bridge between Parkersburg, W. Va., and Belpre, Ohio, the suggestion has been made that this bridge be constructed at Twelfth street instead of Eighth street. We beg to state to your committee that we are opposed to the construction of said bridge at Twelfth street and favor its construction at Eighth street; the former location is remote from the business section of both Parkersburg and Belpre, and would inflict a serious hardship upon the traveling public and would be inconvenient and a serious detriment to traffic; the location at Eighth street possesses all of the advantages of location and approach to make it a convenient and valuable commercial proposition for both Parkersburg and Belpre.

Respectfully,

F. T. MURPHY.

BELPRE, OHIO, *April 27, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

House of Representatives, Washington, D. C.

GENTLEMEN: Having been informed that those opposing the building of a bridge across the Ohio River connecting Parkersburg, W. Va., with Belpre, Ohio, have made the suggestion to your honorable body that said bridge, if permitted by your committee, be so constructed as to cause the approach thereto on the West Virginia side to rest upon Twelfth street instead of upon Eighth street, as per plans presented to you by Mr. J. A. Newell, I, as one of Belpre's merchants and property owners, respectfully ask that said suggestion be not adopted by your committee, as the adoption thereof would cause the approach thereto on the Ohio side at a place far removed from the business center of our village, and also very greatly inconvenience the residents of Belpre and also the territory adjacent thereto. I am sirs,

Very respectfully, yours,

B. L. STONE.

PARKERSBURG, W. VA., *May 1, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: We take the liberty of writing you in behalf of the interests who have in contemplation the building of a new bridge crossing the Ohio River between Parkersburg, W. Va., and Belpre, Ohio, beginning at a point in Parkersburg at Eighth street. We find there has been some contention regarding the bridge crossing at either Twelfth street or Eighth street in this city.

We beg to say that we believe if the bridge is constructed across the river at Twelfth street that it will largely interfere with the location of the city waterworks plant, and would also necessitate a large outlay of expense, necessarily caused by the filling almost to Murdock avenue. Then, too, it would require about 1,000 feet additional to

the length of the bridge. Again, if the bridge is built at Twelfth street, it will be too far from the business portion of the city to be as advantageous to its merchants and manufacturers as it would be if the bridge were constructed at Eighth street. The approach to Twelfth street is narrow and it would be to a disadvantage to the suburban lines operating over the bridge to get into Parkersburg at Twelfth street. The location at Eighth street would seem to us, from a commercial and engineering standpoint, to be the best location possible. It is practically in the heart of the city, and accessible to the business interests of both Parkersburg, W. Va., and Belpre, Ohio, therefore eliminating the extra hauling and the disadvantage of the bridge at Twelfth street.

We earnestly trust that you will consider Eighth street, Parkersburg, W. Va., as the proper location for the West Virginia end of the bridge.

Yours, very truly,

THE MEYERCORD-CARTER COMPANY,
W. T. CARTER, *President*.

BELPRE, OHIO, *April 26, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

House of Representatives, Washington, D. C.

GENTLEMEN: I am informed that those opposing the construction of a bridge spanning the Ohio River connecting Parkersburg, W. Va., with Belpre, Ohio, have suggested to your honorable body that such bridge be built with the approach on the West Virginia shore resting on Twelfth street in said city, rather than on Eighth street, as per plans submitted by Mr. J. A. Newell. Permit me, as mayor of Belpre village, to protest against the adoption by your committee of said suggestion, as the adoption thereof would place the approach to such bridge on the Ohio side at a point in Belpre village which would cause our people and residents of adjacent territory great inconvenience and prove a great detriment to all interests.

I am, sirs, yours, very respectfully,

J. DANA BROWNING,
Mayor, Belpre Village.

BELPRE, OHIO, *April 26, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

House of Representatives, Washington, D. C.

GENTLEMEN: I understand that those opposing the building of a bridge across the Ohio River at Parkersburg, W. Va., connecting said city with Belpre village has proposed to your committee that the approach thereto on the West Virginia shore rest on Twelfth street in Parkersburg, rather than on Eighth street as per plans submitted to your committee by Mr. J. A. Newell. Permit me to say to you, gentlemen, that the adoption by your committee of said suggestion would prove very detrimental to residents of Belpre village and to those residing in territory adjacent to our village, and

would undoubtedly prove a much more serious obstruction to water craft plying the Ohio River at this point than to place the approaches to said bridge as proposed by Mr. Newell.

I am, sirs, very respectfully,

JESSE MCGREW,
Marshal of Belpre Village.

BELPRE, OHIO, *April 26, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: Relative to the proposed bridge between Parkersburg, W. Va., and Belpre, Ohio, I beg to state to your committee that the said bridge, if constructed at Twelfth street instead of Eighth street, Parkersburg, would inflict a constant hardship upon the traveling public, and prove a serious detriment to traffic, as the Twelfth street location is remote from the business sections of both Parkersburg and Belpre.

Yours, very truly,

S. H. FITTRO.

BELPRE, OHIO, *April 22, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: It has come to our knowledge that in the proposition to construct a bridge between Parkersburg, W. Va., and Belpre, Ohio, the suggestion has been made that this bridge be constructed at Twelfth street instead of at Eighth street. We beg to state to your committee that we are opposed to the former location and favor the location at Eighth street. The location at Twelfth street, we think, is too remote from the business section of Parkersburg, W. Va., and Belpre, Ohio, and would inflict a hardship upon the people traversing said bridge, as the Twelfth street location would necessitate quite a long trip and a constant burden upon the traveling public as compared with Eighth street. The location at Eighth possesses all the advantages of location and approach to make it a convenient, valuable commercial proposition for the communities on either side of the river.

Yours, truly,

T. B. JACKSON.

PARKERSBURG, W. VA., *April 30, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,
Washington, D. C.

GENTLEMEN: In the matter of the Parkersburg-Belpre Bridge Company applying for a license or permit to bridge the Ohio River at this point, for the purpose of connecting the two places by trolley, it is reported that in the event the permit is granted certain interests not connected with either Parkersburg, W. Va., or Belpre, Ohio, desire the bridge located at Twelfth street instead of Eighth street, as planned by the company.

In the opinion of the writer, having in mind the convenience and business interests of the two places, as well as the largely increased cost, including the landings on each side of the river, the Twelfth street location is impracticable, and if the bridge should be erected there it would not secure to the public and commercial interests involved the quick and convenient intercommunication they are seeking.

The Eighth street location is unanimously hoped for by our people.

Yours, very truly,

W. H. SMITH.

PARKERSBURG, W. VA., *April 30, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,
House of Representatives, Washington, D. C.

GENTLEMEN: We want to say a word in regard to the location of the Parkersburg-Belpre bridge, which we believe you are now considering. We understand there is a move on hand to not allow the bridge company to build at the foot of Eighth street of this city, but to compel them to build it 1,500 feet above this street, making it land at Twelfth street. If the bridge company should be compelled to build at Twelfth street, it would simply kill the proposition, as it would compel them to land so far above the business portions of both Parkersburg and Belpre that it would not be used for local traffic at all.

We sincerely hope that your committee will recommend that the bridge company be allowed to locate the bridge at the foot of Eighth street.

Yours, truly,

THE PARKERSBURG CHAIR CO.
Per P. D. NEAL.

PARKERSBURG, W. VA., *April 30, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,
Washington, D. C.

GENTLEMEN: I have been informed that it has been suggested to your committee that the matter of the building of the bridge across the Ohio River in Parkersburg from the foot of Eighth street should be constructed 1,500 feet above Eighth street. As a citizen of Parkersburg I wish to protest against such a suggestion. It would be absolutely unfeasible to build a bridge at such a location and the only place for the benefit of both sides of the river that would be both practical and convenient would be at Eighth street.

This is a grave matter to the interests of Parkersburg and Wood and Washington counties and I hope that the Committee will not entertain the proposition to construct a bridge at 1,500 feet above Eighth street, as this would make the construction of the bridge very nearly impossible.

The counties of Washington and Wood stand as a unit for the construction of this bridge at the foot of Eighth street, and I hope that the committee will give this matter their earnest attention as it is of vital importance to our community.

Very respectfully,

H. O. HITESHEW.

PARKERSBURG, W. VA., *April 30, 1909.*

CHAIRMAN INTERSTATE AND FOREIGN COMMERCE COMMITTEE,
United States Congress.

SIR: As a citizen of Parkersburg, permit me to enter an earnest objection to the proposed location of the Parkersburg-Belpre bridge at Twelfth Street. There are topographical reasons as well as geographical why the location at Twelfth street would not serve the purpose at all. The location at Eighth street is an ideal one for suburban and interurban traffic. Eighth street is as far up town as the bridge should be located if it is to serve the interests of the towns of Belpre and Parkersburg. I can not make this too emphatic.

The business interests of this town are favorable to the Eighth street location, though we realize that this is going several squares outside of the business district. It is the best, however, that can be done in view of the location of the Baltimore and Ohio Railroad bridge. We trust your committee can see its way clear to permit the bridge to be erected from the foot of Eighth street in the city of Parkersburg.

Respectfully,

ALBERT B. WHITE.

BELPRE, OHIO, *April 26, 1909.*

MR. J. A. NEWELL, *East Liverpool, Ohio.*

DEAR SIR: I understand a suggestion has been made and is now being considered by your committee to locate the proposed bridge between Parkersburg and Belpre, at Twelfth street, on the West Virginia side. I respectfully protest against the location of the bridge at this point, for the reason that it will not be as accessible to the business part of our town and will not accommodate by far as great a number of people as when located at Eighth street. There could be no better location than the one at Eighth street to secure the greatest advantage to the greatest number of people both of Parkersburg and Belpre.

I respectfully request that you give this your attention, as I feel a great mistake will be made if the location is selected at Twelfth street.

Yours, truly,

M. HAMILTON.

BELPRE, OHIO, *April 23, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D. C.

GENTLEMEN: In the matter of the construction of a wagon and trolley bridge between Parkersburg, W. Va., and Belpre, Ohio, I beg to submit that the location at Eighth street is, in our judgment, the most practical, economical, and satisfactory to the public and the only location at present where capital would have a fair chance of remunerative investment.

Respectfully, yours,

B. L. VAN WINKLE.

BELPRE, OHIO, *April 20, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

Washington, D. C.

GENTLEMEN: Knowing well both sides of the river at this point, I do not hesitate to say that the only place to construct a bridge across the river between Parkersburg, W. Va., and Belpre, Ohio, to accomplish the most for the greatest number of people and to be of the greatest value to the business interests of both sides of the river, is at the foot of Eighth street, in Parkersburg, W. Va.

Respectfully submitted.

W. J. WHARTON.

BELPRE, OHIO, *April 23, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

Washington, D. C.

DEAR SIR: Concerning the matter of the proposed construction of a bridge across the Ohio between Parkersburg, W. Va., and Belpre, Ohio, permit me to say that the proposed location at Eighth street, Parkersburg, is, in my judgment, the most desirable, convenient, and profitable to a very great majority of the residents, business firms, and traveling people generally on both sides of the river.

As a citizen and property holder, therefore, we beg of you a very serious consideration of this matter, and trust your honorable committee may finally see its way clear to allow a bridge to be constructed at the above-mentioned point.

Very respectfully,

ALBERT WEATHERBEE.

MANUFACTURERS' ASSOCIATION OF PARKERSBURG, W. VA.,

Parkersburg, W. Va., May 1, 1909.

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: The Manufacturers' Association of Parkersburg, W. Va., is very much interested in a plan for the erection of the proposed new bridge between this city and Belpre, Ohio.

We are advised that there is some talk of a permit to build the bridge across the Ohio River at this point, from Twelfth street, this city, to a point opposite, in Belpre, Ohio. Upon canvassing the business interests in Parkersburg and Belpre, we find that if the bridge is constructed from Twelfth street it will be of great disadvantage to our merchants. It will entail an additional cost of construction, adding nearly 900 to 1,000 feet to the length of the bridge, and then it would conflict with the waterworks plant, besides an additional cost for filling to Murdock avenue.

We believe that the best point to begin the construction of the proposed bridge is at Eighth street, in Parkersburg. The bridge can be built, we understand, without interference with river traffic, and from an engineering standpoint a better construction can be made.

From a commercial standpoint, as before stated, it is better adapted to merchants and manufacturers of both cities and to the country contiguous to these cities.

We trust that you will give the Eighth-street proposition your most earnest consideration.

Yours, very truly,

MANUFACTURERS' ASSOCIATION,
W. T. CARTER, *President*.

BELPRE, OHIO, *April 26, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,

Washington, D. C.

GENTLEMEN: Relative to the proposed bridge between Parkersburg, W. Va., and Belpre, Ohio, I beg to state to your committee that the said bridge if constructed at Twelfth street, instead of Eighth street, Parkersburg, would inflict a constant hardship upon the traveling public and prove a serious detriment to traffic, as the Twelfth street location is remote from the business sections of both Parkersburg and Belpre.

Yours, very truly,

F. W. HULL.

PARKERSBURG, W. VA., *April 30, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: We are informed that some consideration will possibly be given to a suggestion made to locate a proposed Parkersburg-Belpre bridge at Twelfth street, in the city of Parkersburg. There are several serious objections to this location on account of the increased length and therefore the increased cost, as well as the increased cost by reason of extensive damages, but the location would not be near so valuable to the city of Parkersburg, and we think also that the change of location from Eighth to Twelfth street would also affect the traffic, being so far away from both the business centers of both Parkersburg and Belpre that it would not be a very attractive commercial proposition and would likely defeat the carrying of the proposition to build such a bridge. We hope therefore in considering the proposition you will find it possible to allow the building of the bridge at Eighth street.

Very truly, yours,

THE PARKERSBURG MILL CO.,
Per E. L. DAVIDSON,
Treasurer and Manager.


BELPRE, OHIO, *April 27, 1909.*

COMMITTEE OF INTERSTATE COMMERCE,

Washington, D. C.

GENTLEMEN: Referring to the proposed bridge between Parkersburg, W. Va., and this point, I would like to express my opinion and best judgment on the proposed site selected by Mr. Newal.

Mr. A. J. Newal has selected the only practical and worthy site due your consideration. This landing on Eighth street, Parkersburg, W. Va., will with the greatest degree conveniently serve the largest



number of people of both Parkersburg, W. Va., and Belpre, Ohio, and adjoining community.

This site should have due and most careful consideration.

Very truly,

F. A. VAN DEREN.

APRIL 30, 1909.

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: I desire to enter my earnest protest against the suggestion that the bridge across the Ohio River connecting Belpre, Ohio, with Parkersburg, W. Va., under contemplation of construction by Mr. J. A. Newell, of East Liverpool, Ohio, be located so as to enter Parkersburg at Twelfth street in said city. There are insurmountable obstacles to the construction of the bridge at this point.

In the first place the topography is such at the point of this suggested location that it would require an approach 1,000 feet longer at Twelfth street than at Eighth street, where the bridge has been located by Mr. Newell, and the additional cost would be such that it would not be a profitable investment, and such a location, in my judgment, would preclude the building of the bridge.

It would be unprofitable at the Twelfth street location for another reason. It would make the location entirely too far distant from, and too inconvenient to, the traveled thoroughfares of both Parkersburg and Belpre and the business centers of both places. A person would have to go around Robin Hood's barn to get into either place.

In the second place, Twelfth street is a narrow, contracted street. The point of intersection of Twelfth street and Murdoch avenue, which is the point where the bridge would probably have to come to the ground in the city of Parkersburg, is already occupied by the urban and interurban trolley line. This point of intersection is the point of divergence of the line, one line going off toward the Ohio River on Twelfth street and the other continuing on out Murdoch avenue. A bridge could scarcely be built at this point without change of these tracks and without great additional cost and expense on account thereof.

The city of Parkersburg is anxious to have this bridge. It needs it badly to connect it with a great territory on the Ohio side that is naturally tributary to the city of Parkersburg. The dilatory course pursued by the Government with reference to the slack-water improvements in the Ohio River will deprive us of any profitable use of a great waterway perhaps during the present generation. Some compensation ought to be allowed by permitting us to cross that river and to get into communication by land with a territory that for six months of the year can not be communicated with by water.

Very respectfully, yours,

H. P. CAMDEN.

PARKERSBURG, W. VA., *May 1, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: The suggestion of the Board of Engineers that the Parkersburg-Belpre Bridge be built 1,500 feet above Eighth street, or at Twelfth street, has been called to my attention.

There are, in my opinion, a number of reasons why it would be impracticable to locate this bridge at Twelfth street: First, it is too far from the commercial centers of both Belpre and Parkersburg; second, the low bottom adjacent to the river at Twelfth street is so much wider than at Eighth street that it would necessitate a much longer bridge and the damage to property would necessarily be much greater; third, the approach at Twelfth street is so narrow that there would not be room for suburban lines and other traffic coming into Parkersburg.

It is my opinion that from a commercial standpoint Eighth street is the best possible approach for a bridge from Belpre to Parkersburg.

Yours, truly,

J. V. LANGFITT.

PARKERSBURG, W. VA., *May 1, 1909.*

INTERSTATE AND FOREIGN COMMERCE COMMITTEE,

Washington, D. C.

GENTLEMEN: Hearing that the question of location of the bridge over the Ohio River between Parkersburg and Belpre, Ohio, asked for by Mr. J. A. Newell, would likely come before you at no distant date, I felt it my duty to write you.

I am one of the largest taxpayers in Parkersburg, and not in any wise connected with the bridge company or interested in the outcome of the contention as to location, except as a citizen and taxpayer.

I was born and have lived all my life here and know well from my active participation in business affairs of our little city, being connected with a majority of the financial institutions of the same, either as stockholder, director, or officer, that the location at Twelfth street is impractical, expensive, and, in fact, from the configuration of the country, almost an impossibility.

That street is occupied by an electric railway, is narrow, and where it joins Murdoch avenue meets another electric line at the base of a bluff, and would be very dangerous for suburban lines or traffic of any kind coming into or going out of the city.

If so located the ends of the bridge would be too far from business sections on either side of the river; it would conflict with the location of the present city waterworks, would necessitate a much longer bridge and a fill that would damage much property, and so alter Twelfth street near Murdoch avenue that I doubt not the lines now occupying same would interfere by injunction, and rightly.

I am not interested in property that will be affected in price by location of bridge at either point, and am looking only to the ultimate good and welfare of our place.

The location at Eighth street is an ideal one, in fact the only one that an engineer who knew his business would or could make. I trust

sincerely that you may listen to those who have the best interests of the country at heart and are not warped by foolish notions that can not be held by anyone acquainted with all the facts.

Give Mr. Newell a fair hearing, which I am sure you will, and locate the bridge at Eighth street, and please all the people and do the right thing.

Yours, very truly,

R. J. A. BOREMAN.

FOREIGN AND INTERSTATE COMMERCE COMMITTEE,

House of Representatives.

The undersigned, a citizen of Parkersburg, W. Va., acting on behalf of the city of Parkersburg, respectfully begs to tender the following brief argument in support of House bill providing for the building of the bridge across the Ohio River, extending from Eighth street in the city of Parkersburg:

We beg to suggest, in the first place, that the pending bill is before this committee because it involves a question of interstate commerce. I take it that one branch of interstate commerce is as important in the eyes of this committee as any other branch, and therefore urge the correctness of the proposition that commerce across the Ohio River from one State to another is as important, to say the least, as commerce up and down that river. Could we imagine a situation which would absolutely prevent communication of traffic or transportation between the peoples of either side of the boundary lines of every State in the Union, we could then realize how important such communication is to the intellectual and moral welfare of the people and their material prosperity. What is true of the whole is true of part, and so it is that if it be true, as alleged by us, that the present facilities for communication between Ohio and West Virginia at Belpre and Parkersburg are so grossly inferior and inadequate as to materially retard commerce between the two points, then we feel that the matter must appeal to the sense of justice and the sense of duty of the committee.

It has been shown by the affidavits of Captain Spencer and Captain Dunbargar and by other evidence in this proceeding, to which I will not take space to refer more specifically, that not only the immediate communities surrounding the important city of Parkersburg and the town of Belpre are affected by good or bad transportation facilities, but that large areas of country in the respective States of West Virginia and Ohio are affected. The committee can readily see why this is the case. Interstate commerce is not limited to commerce between the edges of States, but the object is to afford the citizens of each State, whether they live on the banks of a river or many miles therefrom, a free and convenient exchange of products. It so happens that the country adjacent to the counties in which both Parkersburg and Belpre are situated are unusually populous, and so this question is more important than at first sight it would seem, for in it is involved the question of interstate commerce at the least between the eastern part of Ohio and the western part of West Virginia, and in one sense between the whole State of Ohio and the whole State of West Virginia.

We contend that the evidence in this case shows that the little ferryboat which has for many, many years plied between the two

places is a long-lived relic of the ancient past; that the facilities offered by it are entirely inadequate for real interstate commerce; that its size, its condition, its arrangements, its accommodations, and the manner in which it is operated (in the daytime and not at all at night), all will convince an impartial mind that a community which desires to be progressive is naturally somewhat indignant over the fact that an effort lasting many years to secure a decent bridge across the Ohio River is consistently and continually blocked by so-called "river interests." There are in this whole country no more law-abiding citizens than those who dwell upon the banks of the Ohio. They feel indignant over this matter, it is true, and yet they feel that right will win and that the Congress of the United States, representing, as they do, the whole people, will afford them the relief which they have been seeking for many, many years.

For the first time in all this continued warfare the coal combine of Pittsburg (the name by which the so-called "river interests" are generally known among river men and citizens) now claims that the location of this bridge will interfere with upstream navigation—that is, with the bringing of empty tows back up the river. The evidence in this case shows an admission of the secretary of that combine of this fact, and we cordially invite the attention of this committee to every word of that gentleman's evidence, including his statement that they oppose the bridge at Eighth street on account of upstream navigation, and if the bridge were located somewhere else they would oppose it on the ground of downstream navigation—or words to that effect. We believe every word he says in this particular, because the record of this combine is one of continued and unreasonable opposition to every bridge ever projected in the Ohio River since the formation of that combine, and this we think the committee will find in admission on the records. The suggestion by the combine that the bridge be located somewhere else than that location established by a competent engineer is merely one of the ruses which they always employ to defeat an enterprise of this character. They must know that the location of that bridge anywhere else than at the point fixed is impracticable and of comparatively little value—impracticable for the reason that no proper foundation can be located in the low places suggested by the combine at Sixth street, and that therefore the bridge would have to be extended so in length as to make the cost of the same prohibitive; and of little value because a bridge at Twelfth street (one of the places suggested) would be far distant from the center of gravity of Parkersburg and Belpre, and would therefore be a most inconvenient location.

The nearest point at which people and produce can be transported across the Ohio River in an adequate manner is twelve miles up the river from Parkersburg, namely, the bridge between Williamstown and Marietta.

The question comes to our mind, "To whom does the Ohio River belong?" It may sound like a foolish question, but in view of the position taken by the coal interests of Pittsburg, it at least becomes a practical question. We have the temerity to assert that the Ohio River still belongs to the people; that it is the money of the people which is being paid out year after year to build locks and dams upon that river, and to furnish increased facilities for transportation up and down the river; that the coal interests have no vested right in

the use of the Ohio River; that they have not paid for any such right; that their right to use the river is a right common to all the citizens, though they get a large part of the benefit of that right; that their competitors, the railroads, are obliged to spend millions of dollars to establish and maintain proper roadbeds for transportation, but these river interests have no such expense, but help themselves to the free use of a roadbed already established, and therefore, the people in this section of the United States, on both sides of the Ohio River, while desiring to exhibit a liberal spirit and desiring to see continued appropriations for making that river deeper, and thereby affording increased facilities for the coal interests, and all other transportation interests, yet believe, that in view of the circumstances herein set forth, they do not step beyond the bounds of proper humility or reason when they most earnestly and respectfully ask that interstate commerce across the river be given at least a portion of as much consideration as commerce up and down the river is given, and if this is done they feel sure that at last they will get their bridge.

Respectfully submitted.

HUNTER H. MOSS, Jr.

REPORT OF WAR DEPARTMENT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, May 8, 1909.

Mr. J. F. BRYAN,
*Clerk, Committee on Interstate and Foreign Commerce,
U. S. House of Representatives.*

SIR: Pursuant to your oral request made at this office, I have to inclose herewith, for the information of the committee, a copy of a report dated March 6, 1909, by Col. William T. Rossell, Corps of Engineers, submitting his views concerning H. R. 28340, Sixtieth Congress, second session, "A bill to authorize the Parkersburg Bridge Company to construct a bridge across the Ohio River connecting Parkersburg, W. Va., with Belpre, Ohio."

By direction of the chief of engineers.

Very respectfully,

E. N. JOHNSTON,
Captain, Corps of Engineers.

ENGINEER OFFICE, UNITED STATES ARMY,
ROOM 405, CUSTOM-HOUSE,
Cincinnati, Ohio, March 6, 1909.

The CHIEF OF ENGINEERS, U. S. ARMY,
Washington, D. C.

GENERAL: Referring to wrapper inclosing copy of H. R. 28340, Sixtieth Congress, second session, I have the honor to make the following report:

The Parkersburg Bridge Company made application, on March 14, 1908, for a permit to build a bridge at this same site under the general

law. At the resulting public hearing it developed that the coal-towing interests considered the location particularly unfavorable to navigation and that the bridge on the proposed site, unless it spanned the river, would be very objectionable. They were willing to approve of a bridge of 725-foot span if placed within 50 feet of the Baltimore and Ohio bridge, or 1,500 feet above the Baltimore and Ohio bridge.

In the opinion of the board constituted by Special Orders No. 7, Office Chief of Engineers, 1908, the objections of the navigation interests to the proposed bridge were valid and the proposition for a change of site was reasonable. The report of the board was adverse to the construction of the bridge as proposed; a supplemental report approved a span of 725 feet if located not more than 50 feet above the Baltimore and Ohio Railroad bridge, or 1,500 feet above the same bridge, with adverse report on a bridge at the proposed site, unless it spanned the river. Major Newcomer dissented from this view, holding that a span of 850 feet at the proposed site would be sufficient.

The Baltimore and Ohio Railroad bridge is considered a very great obstruction to navigation, the reported loss by collisions with the bridge piers up to January 1, 1908, being \$115,248.47, and the loss due to delay to both up and down stream navigation amounting, in the opinions of practical navigators, to several times this amount. The bridge in its proposed location would add materially to the obstruction, and would also tend to offset the benefit to be derived from any alteration which the Baltimore and Ohio Railroad Company may make as the result of the notification for such alteration.

It is not improbable that the loss of time that would be caused by the proposed bridge would cost the coal-towing companies in a few years, more than the cost of changing the location of the bridge or increasing the span.

The Parkersburg and Ohio Bridge Company was given a permit to construct a bridge about 2,000 feet below the site of the Baltimore and Ohio bridge, the span being fixed by agreement between opposing interests at 1,025 feet, practically the width of the river. It is probable that a span of 1,025 feet at the location proposed by the Parkersburg Bridge Company would be acceptable to the river interests.

I would suggest that the inclosed bill be amended as follows:

Section 1: Strike out the words "with channel span of 800 feet;" also the words "the main channel of."

Section 2: On page 1, line 11, add the words "and number" after the word "location." Page 2, line 2, change to "shall be, at the lowest point, 93.35 feet above low water, or 40 feet above local high water."

Section 3: Make this section conform to section 7, chapter 44, of the laws of the United States governing the construction of bridges across the Ohio River, approved February 14, 1883.

Add a section with provision similar to section 4, chapter 158, of the laws of the United States governing the construction of bridges across the Ohio River, approved July 13, 1892.

A copy of the bill as suggested is inclosed.

Very respectfully, your obedient servant,

WM. T. ROSSELL,
Colonel, Corps of Engineers, U. S. Army.

PITTSBURG, PA., June 4, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: The Pittsburgh Coal Exchange, representing more than 100 steam vessels and some 4,000 or 5,000 undocumented freight-carrying craft, with a tonnage capacity of some 4,000,000 tons, earnestly protest against the bill presented by Mr. Woodyard, of West Virginia, for three powerful reasons, any one of which we submit is sufficient to justify its rejection.

First. The bridge, if constructed with an 800-foot channel span at a distance of only 650 feet above the existing bridge of the Baltimore and Ohio Railroad Company, will be an unreasonable obstruction to navigation. One of the deepest and most dangerous bends in the Ohio River begins just below the site of the proposed bridge, and ascending steamers with large tows have great difficulty in navigating this bend under the most favorable conditions, so that the obstruction that would be presented by this bridge would make navigation very much more difficult, dangerous, and hazardous, and would undoubtedly lead to heavy property loss by collisions and perhaps loss of life, which has occurred at other obstructive bridges across the Ohio River. The expert, incontestable, and irrefutable testimony which established the fact that this bridge would prove an obstruction to navigation was submitted to a board of engineers regularly appointed under the general Ohio River bridge law about a year ago, and is on file with the records in the engineering department. Enough of this testimony is submitted herewith, in the form of affidavits, to give its character in detail. The only persons competent to give this testimony are the pilots and navigators of the vessels engaged in the immense through commerce on the river, and almost, without exception, every pilot engaged in said navigation past the site of this bridge is a member of Harbor No. 25, American Association of Masters and Pilots, with headquarters at Pittsburg, Pa., whose protest is attached hereto, and we submit that the testimony of the local pilots of small boats is entirely valueless in a case of this kind.

Second. The bill seeks, by special legislation, to secure that which could not otherwise be done under the wise general law governing the Ohio River, and special legislation under circumstances of this kind always suggests lack of merit for the project. Of what use is a general bridge law or any other general law if it is to be set aside on any occasion? The practical working out of such a condition would be that bridge promoters with real estate projects on hand would submit plans for bridging the Ohio River, and when they could not dictate terms to the properly constituted board of United States engineers, they would rush to Congress with special legislation to circumvent the cumulative wisdom of several generations.

Third. The highest authority in the land, namely, a board of United States engineer officers, has thoroughly investigated the question of bridging the Ohio River at the site proposed in this bill, and with full information in the premises, possessing knowledge gained through years of experience and observation of the conditions of navigation on the Ohio River and considering all the testimony from both sides, rejected the location. The reasons for sustaining the board of engineers are fully set forth by Col. John L.

Vance, president of the Ohio Valley Improvement Association, attached hereto, and need not be repeated here. It is significant to state that the Ohio Valley Improvement Association embraces a membership extending from the headwaters of the Ohio to its mouth at Cairo, embracing men in all walks of life, from plain citizenship to high political office, and it speaks authoritatively for the Ohio Valley interests; all of which is respectfully submitted.

THE PITTSBURG COAL EXCHANGE,
By J. FRANK TILLEY, *Secretary*.

COLUMBUS, OHIO, *April 28, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: The Ohio Valley Improvement Association, of which the writer hereof has the honor to be president, desires to submit for your consideration that which follows upon the above subject:

It is my understanding that there is now before you for your consideration, and with the hope that it will have your recommendation, a bill having for its purpose the setting aside of the general Ohio River bridge law and the findings in this specific case of the United States Engineer Department. For the reasons which follow, the Ohio Valley Improvement Association desires to submit a protest against the favorable recommendation of the said bill.

The Ohio River has been officially indorsed by a special board of engineers appointed under act of Congress approved March 3, 1905, and this indorsement has received the full concurrence of the Board of Engineers for Rivers and Harbors, which board designates the Ohio River as the one river the present and prospective tonnage of which will justify the Government in the expenditure of the amount of money required to improve it from Pittsburg to Cairo, to give at all seasons of the year a depth of 9 feet of water.

The improvement of the Ohio River as a commercial artery has been further recognized by Congress in the passage of the Ohio River bridge law, and in view of all the foregoing this association desires to offer formal protest against the special bill now before you, which, in general terms, will take the power of locating bridges spanning the river out of the hands of the Engineer Corps, a body of men trained to pass intelligently upon such questions, and place the power entirely within the hands of the Secretary of War.

The bill referred to is framed to favor special interests, to the detriment of any of the present—or the much greater prospective—tonnage which the river will carry in an improved condition, and the bridge which is proposed to be built under the terms of the special bill has been designated by the board of eminent engineers as being an undue obstruction to safe navigation.

The Ohio Valley Improvement Association is not protesting against the building of a bridge between Parkersburg and Belpre, for it realizes that free communication between communities bordering the river is of vital necessity to the commercial development of localities, but the association earnestly protests against the building of the bridge at the point desired by the promoters thereof,

and this protest is based upon the finding of the board of engineers referred to above. It is our further understanding that the United States engineers have indorsed the bridge plans submitted to them by the proposed builders of said bridge, provided it be located 1,500 feet above the Baltimore and Ohio Railroad bridge now spanning the river between the points in question, and we earnestly submit for your consideration that the moving of this bridge, which is proposed to be built only 600 feet above the one now spanning the river, to a distance of 1,500 feet (a change of location of only 900 feet) will place no unnecessary burden upon the projectors of the proposed bridge.

We further desire to call your attention to the fact that if the special bill now before you becomes a law it will establish a legal precedent to be followed in all cases and at all other points where bridges are proposed to span the river. We believe that you can appreciate, without argument from us, the danger that this will bring to the great navigation interests now using the river and which will use it in vastly increased volume when it is improved so as to have a dependable stage of water from Pittsburg to Cairo.

Asking at your hands the consideration that we believe the importance of this communication deserves, we are,

Very respectfully, yours,

THE OHIO VALLEY IMPROVEMENT ASSOCIATION,
JOHN L. VANCE, *President*.

PITTSBURG, PA., May 17, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: At a stated meeting of Pittsburg Harbor, No. 25, of the American Association of Masters and Pilots, the following resolution was approved:

Resolved, That we indorse the recommendations made by the United States engineers as to the location and width of span for the proposed highway bridge to be built at Parkersburg, W. Va.

Respectfully,

J. D. CURTIS, *President*.
A. R. MACKEY, *Secretary*.

PITTSBURG, PA., June 1, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington D. C.

GENTLEMEN: The proposition to bridge the Ohio River at Parkersburg, W. Va., with a bridge proposed in the Woodyard bill within 650 feet of the existing bridge of the Baltimore and Ohio Railroad Company, is an alarming one to navigation.

The Ohio River at this point makes a very deep and dangerous bend, and if built so close to the railroad bridge mentioned above, this bridge would prove an unreasonable obstruction to navigation. This question was decided on its merits by a board of United States

engineer officers, appointed under the law, and their decision should be upheld.

We trust that you will not make a favorable report on this bill.

Yours, very respectfully,

J. D. O'NEIL,
General Manager, United Coal Co., etc.

PARKERSBURG, W. VA., *April 29, 1909.*

MR. J. FRANK TILLEY,
Secretary Coal Exchange, Pittsburg, Pa.

MY DEAR MR. TILLEY: Wish to again call your attention to the proposed bridge across the Ohio River at Eighth street, which is but a short distance above the present Baltimore and Ohio Railroad bridge. Wish to enter our protest as to the construction of this bridge at this point, as think it entirely too close the other bridge, and having the same width of piers as the original spans now make at Parkersburg, and is too close for both ascending and descending steamers with large tows. The vast sums of money that we as members of the Ohio Valley Improvement Association, also the National Rivers and Harbors Congress, are insisting on having made, and asking for large appropriations, do not see why we should, for the sum of \$25,000 to \$50,000, allow an individual or corporation obstruct the river in any way, as this bridge will be a permanent structure. While we are not opposed to the bridge across the Ohio River and believe it will help our city to some extent, while most of the people go to Marietta, that being the county seat and calls them there, and think they will continue to do so when the bridge is built, but only the building of it will substantiate these claims. So hope that you use your good influence as secretary of the Coal Exchange to defeat same at this point, unless it is practically a shore and shore pier.

Wish to say that have also written our Senator, and Representatives Woodyard and Hubbard in regard to this matter.

Very truly, yours,

B. S. POPE.

PITTSBURG, PA., *June 2, 1909.*

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: We protest against the passage of Mr. Woodyard's bill for a bridge across the Ohio River at Parkersburg, W. Va., for the reason that said bridge would be an unreasonable obstruction to navigation and because a board of United States engineer officers appointed under provisions of the general Ohio River bridge law have looked into the subject and have rejected the proposed location.

Yours, very respectfully,

CLYDE COAL COMPANY,
JAMES G. GEEGAN,
General Manager.

PITTSBURG, PA., April 27, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: The promoters of the proposed bridge across the Ohio River about 650 feet above the Baltimore and Ohio Railroad bridge at Parkersburg, W. Va., are endeavoring, after having had a hearing as provided by law and have their bridge rejected at the proposed location, to have a special bill passed by Congress to bridge the Ohio River at the proposed location in utter disregard of the general Ohio River bridge law and the Engineering Department of the Government. If this bridge is allowed to be built with an 800-foot span, as proposed, the left-hand channel pier will be in the way and be a serious, dangerous, and an unreasonable obstruction to navigation, and especially to boats coming upstream with heavy tows. We do earnestly protest against this bridge being built at the proposed location, and do hope that your honorable body will not recommend that the decision of the Ohio River government engineers be set aside nor changed in the least.

Yours, very truly,

THE PEOPLES COAL COMPANY,
G. W. THOMAS, *Manager.*

PITTSBURG, PA., May 4, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: I am informed that there is a proposition to build a bridge 650 feet above the Baltimore and Ohio Railroad bridge at Parkersburg, W. Va. Owing to the close proximity to the railroad bridge and the peculiar shape of the river at that point—also owing to the great width of span necessary to navigate our large coal tows down the river and large tows of empties up the river—our pilots have viewed with alarm the location of the proposed pier on the Parkersburg side, and have universally agreed that the proposed width of 800 feet is insufficient. I do hope that in the exercise of your judgment in this matter you will keep in mind that the commerce of the Ohio River, conceded now to be the greatest freight-carrying river in the United States, that its opportunities shall not be hampered in order that the cost of structures spanning it may be reduced, the question of cost being the whole question involved in this controversy. I hope rather that you may take this view, that the structure proposed by the bridge company will be a continual menace and cause of great expense to the navigation interests for all time.

We hope in the near future to have the obstructive features of the Baltimore and Ohio Railroad bridge removed. With this in view, to have a new obstruction placed in the river at that point would certainly be imposing a burden upon the navigation interests not justified in an attempt to save a few dollars.

In conclusion, I pray that you will adhere to the advice given in all these cases by the Board of United States Engineers, for in my experience I have found them careful and painstaking in the investigation of each and every one of those bridge cases, always having in mind

the safety of the traffic on the river as well as the interests of those proposing to bridge the river. Being men of broad and liberal views, their aim is to develop and provide for the expansion of commerce, and not dwarf and retard it for the sake of economy. In this view I think they are to be commended, and I sincerely hope that you will harken unto their judgment.

Very sincerely,

WM. B. RODGERS.

STATE OF PENNSYLVANIA, }
County of Allegheny, } ss:

On this 15th day of May, A. D. 1908, before me the subscriber, a notary public in and for said county and State, personally appeared R. J. Manning, who being by me first duly sworn, deposes and says that he is master of the steamer *W. W. O'Neil*, of Pittsburg, Pa., and that said steamer brought a tow up the Ohio River, consisting of 4 model barges, 1 freight barge, 11 coal boats, 7 barges, 2 fuel boats, and 2 flats, passing Parkersburg, W. Va., about 2.30 p. m., Saturday, May 8, 1908. This tow was about 190 feet wide, and the combined length of boat and tow was between 900 and 1,000 feet in length. We tried to keep the tow up around the point but could not do so, the head making over toward the Parkersburg wharf boat. I saw that we were going to hit the bank on the West Virginia side between the Parkersburg wharf boat and Baltimore and Ohio Railroad bridge. I was on the roof of the steamboat at this time, and when I saw we were going into shore I noticed the steamer *Clifton* lying on the West Virginia shore above the Parkersburg wharf boat, and I went down from the roof of the boat and out onto the empty tow and asked the captain of the *Clifton* if he would push the head of our tow out into the channel span of the Baltimore and Ohio bridge. He did this and helped us through the bridge. This deponent did not know that there was a proposition up to build another bridge above the Baltimore and Ohio Railroad bridge; he did not know of any hearing to be held by a board of engineers at Cincinnati or any other place for such a bridge, nor had he been ordered or directed by anyone to hire the steamer *Clifton* or to run the bridge in any particular way, nor did he know or have any reason to believe that anyone was watching his movements; in short, the steamer *Clifton* was hired as the cheapest and most expeditious way to run the dangerous and obstructive Baltimore and Ohio Railroad bridge at Parkersburg, W. Va. This deponent did not know anything about the bridge that it is proposed to construct about 600 or 700 feet above the said Baltimore and Ohio Railroad bridge, nor did he know that a hearing was to be held or had been held on such a bridge until he reached Pittsburg, Pa., May 14, 1908, and was told about it. About three years ago this deponent was master of the steamer *Raymond Horner* and was bringing an empty tow up the Ohio River with said boat. When the boat and tow reached Parkersburg, W. Va., they could not succeed in getting the tow through either of the two channel spans of the Baltimore and Ohio Railroad bridge, but hit the bank above the Parkersburg wharf boat, there being no boat handy to keep us from so doing, and we were obliged to run one of the little narrow spans close to the West Virginia shore, far to the West Virginia side of either of the two channel spans of the said Baltimore and Ohio Railroad bridge. I

only run on the largest class of towboats, and have frequently run the second channel span, or West Virginia channel span of the said Baltimore and Ohio Railroad bridge. Any pier placed in the river above this span and nearer than, say, 2,000 feet to the said Baltimore and Ohio Railroad bridge would be in the way.

R. J. MANNING.

Sworn to and subscribed the day and year first above written.

[SEAL.]

W. BARBER,
Notary Public.

My commission expires January 10, 1911.

PITTSBURG, June 1, 1909.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
House of Representatives, Washington, D. C.

GENTLEMEN: We would respectfully ask that you do not make a favorable report on Mr. Woodyard's bill for a bridge across the Ohio River at Parkersburg, W. Va., because it is so close to the Baltimore and Ohio railroad bridge there that it would obstruct navigation very much.

A great deal of testimony was submitted to a board of engineers, which held a hearing on this bridge about a year ago, and this board of engineers should be sustained.

Yours, very respectfully,

J. K. DAVISON & BROTHER,
Per EDWARD DAVISON, Jr.

Losses by collision with Ohio River bridges to December 31, 1904.

[Annual Report Chief of Engineers, U. S. Army, 1905, vol. 6, p. 1813.]

Ohio connecting railway bridge.....	\$3,500. 00
Beaver Bridge.....	91,140. 00
East Liverpool Bridge.....	1,500. 00
Steubenville Bridge.....	131,758. 00
Wheeling and Martins Ferry Bridge.....	12,150. 00
Bellaire Bridge.....	150,126. 00
Parkersburg Bridge.....	111,748. 47
Point Pleasant Bridge.....	9,650. 00
Kenova Bridge.....	64,450. 00
Newport and Cincinnati railway and highway bridge.....	48,107. 00
Newport and Cincinnati highway bridge.....	750. 00
Covington and Cincinnati railroad bridge.....	95,700. 00
Cincinnati Southern Bridge.....	14,812. 00
Louisville and Jeffersonville Bridge.....	7,800. 00
Ohio Falls Bridge.....	202,850. 00
Kentucky and Indiana Bridge.....	34,267. 00
Henderson Bridge.....	37,160. 00
Cairo Bridge.....	32,419. 95
Total.....	1,049,888. 42

STATEMENT OF A. O. ACKARD, OF PITTSBURG, PA., IN REFERENCE TO PROPOSED NEW BRIDGE ACROSS THE OHIO RIVER AT PARKERSBURG, W. VA.

I have been master and pilot on the Ohio River for twenty-seven years, and am at present employed as master and pilot on the steamer *Gleaner*, which is owned and operated by The Peoples Coal Company, of Pittsburg, Pa. I wish to enter a protest against the proposed new highway bridge at Parkersburg, W. Va. Should the bridge be located at the present place, I would ask that there be no piers outside of the harbor lines, as any pier in the river at this location would be a serious obstruction to navigation. But if the said bridge was located from 1,800 to 2,000 feet above the Baltimore and Ohio Railroad bridge, I would suggest that the pier on the Ohio side be placed at a 15-foot stage of water, with a 700-foot channel span, and that the pier on the West Virginia side be set on the bank, so as to give us room to run the West Virginia channel span of the Baltimore and Ohio Railroad bridge in case of obstruction in the Ohio span of the said bridge, which has often been the case. Should the new bridge be located according to the blueprints now on file in the engineers' office, it would obstruct us completely in running the channel span of the West Virginia, or left-hand, channel span at any time, either up or down stream, as in strong north winds it is very difficult at the present time to run the West Virginia channel span of the Baltimore and Ohio Railroad bridge, and with a bridge 600 feet above, it would be impossible to get through with tows 1,000 feet long, which is the usual length of our tows, both up and down stream. A long fight has been made to have the middle channel pier of the Baltimore and Ohio Railroad bridge removed, and this has been ordered to be done by the Secretary of War, and to have a new bridge built according to present plans would mean the placing of another and similar obstruction in our way. I do not claim this would be an obstruction to light steamboats or boats with light tows, as we can handle them in any way to suit ourselves at all times; but in handling a tow consisting of from 20,000 to 25,000 tons, I claim this bridge would be a great obstruction. I understand a charter has already been granted for a bridge from 600 to 800 feet below the present Baltimore and Ohio Railroad bridge, and that these parties agreed to span the river by putting a pier on the bank on each side and no pier in the river. If this can be done below the bridge, it can also be done above the bridge, as the distance from shore to shore is about the same. I heartily indorse the decision rendered by the United States engineers in regard to this proposed bridge, for if ever there was a righteous decision, that was one; and I hope that there will never be any overruling of their decision by any special legislation, as it will mean the destroying of this public thoroughfare, because through their watchful and tender care this river has been protected until this time. If it had not been for this care and just decision rendered, at the present time the river would have been so obstructed for the first 200 miles south from Pittsburg that we would not be able to take a fourth of a tow, and I hope that they will not let anything influence them to overrule the decision which has been

rendered by the United States engineers, whom we have always found fair and true to all interests, and I hope that they will support the rulings which have already been handed down in this matter.

A. O. ACKARD.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

On this 23d day of April, 1909, before me, a notary public in and for said State and county, came A. O. Ackard, who being duly sworn deposes and says that the facts set forth in the foregoing statement are true and correct to the best of his knowledge and belief.

Witness my hand and notarial seal the day and year aforesaid.

W. D. RANKIN,
Notary Public.

My commission expires March 10, 1913.

STATEMENT OF J. G. BRITTON, OF PITTSBURG, PA., IN REFERENCE TO
PROPOSED NEW BRIDGE ACROSS THE OHIO RIVER AT PARKERSBURG,
W. VA.

I have been actively engaged in piloting coal from Pittsburg to Louisville for the past twenty-five years, and am at present employed as captain and pilot on the steamer *G. W. Thomas*, owned and operated by the Peoples Coal Company, of Pittsburg, Pa. I offer this as a protest against the new proposed highway bridge above the present Baltimore and Ohio Railroad bridge across the Ohio River at Parkersburg, W. Va. If this bridge is built with one pier in the river and the other two piers should be placed one on each bank and the bridge should be built at least 2,000 feet above the present Baltimore and Ohio Railroad bridge, for, if the proposed new bridge was built with more than one pier in the river, it would make an unreasonable obstruction and would make this a very dangerous place to pass with tows of coal, as it requires a great deal of room above the present Baltimore and Ohio Railroad bridge to get a tow in position to pass through the present Baltimore and Ohio Railroad bridge. On January 9, 1909, the steamer *G. W. Thomas*, in going down the river with 17 barges loaded with coal, collided with the outside pier of the present Baltimore and Ohio Railroad bridge at Parkersburg, sunk one barge of coal, which resulted in the loss of about \$2,500, and in the event that the new proposed bridge is built at the present proposed location, it would make it very difficult to run both bridges. I earnestly recommend that no change be made in the decision rendered by the United States engineers in regard to this proposed bridge.

JOHN G. BRITTON.

STATE OF PENNSYLVANIA, } ss:
County of Allegheny, }

On this 24th day of April, 1909, before me, a notary public in and for said State and county, came John G. Britton, who, being duly sworn, deposes and says that the facts set forth in the foregoing

statement are true and correct to the best of his knowledge and belief.

Witness my hand and notarial seal the day and year aforesaid.

[SEAL.]

W. D. RANKIN,
Notary Public.

My commission expires March 10, 1913.

STATEMENT OF JASON D. CURTIS, OF PITTSBURG, PA., IN REFERENCE
TO PROPOSED NEW BRIDGE ACROSS THE OHIO RIVER AT PARKERS-
BURG, W. VA.

I have been actively engaged piloting coal from Pittsburg to Louisville for the past twenty-seven years, and am employed at the present time by The Peoples Coal Company, of Pittsburg, Pa. I offer this as a protest against the new proposed highway bridge above the present Baltimore and Ohio Railroad bridge across the Ohio River at Parkersburg, W. Va. On from 5 to 15 feet we claim no obstruction for lone steamboats or towboats with light tows, as we have no trouble in guiding in any position that we wish them to go, but for heavy traffic, both up and down, past this point we claim that it would be an unreasonable obstruction, as there is no human skill or steam power that can overcome conditions that we might meet in high rivers, ice, and drift with the north wind pouring down upon us. We have room below this bridge for maneuvering for the first position, but the one maneuver will not answer for the two positions in case this bridge is built according to the present plans. The bridge is located in the upper end of an extremely short bend or loop in the river. After entering the first position for the Baltimore and Ohio Railroad bridge we must keep going, as it is impossible to back out after once entering that space. In case this bridge is built and we fail to make the second position, it would be impossible to go ahead and also impossible to back out and clear the right-hand pier of the lower bridge, and it will be impossible to pass through, broadside, a 600-foot opening with a 1,000-foot tow, and it is very necessary for upstream business that this bridge should be located a sufficient distance above the present Baltimore and Ohio bridge to give us room to reach the upriver West Virginia shore for upstream boats, and we also ask that this bridge be so constructed that we can run this left, or West Virginia, channel space of the present Baltimore and Ohio Railroad bridge, as we often have to do, with loaded tows downstream when the right-hand space is blockaded by sunken coal boats and barges. We ask that if this bridge is built at the present proposed location, it span the river. We would rather have this bridge built 1,800 to 2,000 feet above the present Baltimore and Ohio bridge, with a 700-foot span for downstream steamboats, with the right-hand pier located at a 15-foot stage on the Ohio shore, with one pier in the river, the West Virginia pier being out on the bank, to give us a clear space up the West Virginia shore for large tows, making one pier in the river. There has been thousands of dollars worth of property sunk on the present Baltimore and Ohio bridge, and time and money have been spent in trying to get the center channel pier removed. The

natural course for all ice and drift is down this right-hand shore, which makes it impossible to shove immense tows up through there in times of ice and drift. Why we ask to have this bridge set at 1,800 to 2,000 feet above the present Baltimore and Ohio bridge, where the river straightens, is that we may have room to get our loaded tows in position in case that we must run this left-hand channel space of the Baltimore and Ohio Railroad bridge. I heartily indorse the decision rendered by the United States engineers in regard to this proposed bridge, for if ever there was a righteous decision that was one, and I hope that there will never be any overruling of their decision by any special legislation, as it will mean the destroying of this public thoroughfare, because through their watchful and tender care this river has been protected until this time. If it had not been for this care and just decision rendered, at the present time the river would have been so obstructed for the first 200 miles south from Pittsburg that we would not be able to take a fourth of a tow, and I hope that they will not let anything influence them to overrule the decision which has been rendered by the United States engineers, whom we have always found fair and true to all interests, and I hope that they will support the rulings which have already been handed down in this matter.

JASON D. CURTIS.

STATE OF PENNSYLVANIA }
County of Allegheny } ss:

On this 23d day of April, 1909, before me, a notary public in and for said State and county, came Jason D. Curtis, who, being duly sworn, deposes and says that the facts set forth in the foregoing statement are true and correct to the best of his knowledge and belief.

Witness my hand and notarial seal the day and year aforesaid.

My commission expires March 10, 1913.

[SEAL.]

W. D. RANKIN,
Notary Public.

STATEMENT OF JOHN W. BUTTENFIELD, OF PITTSBURG, PA., IN REFERENCE TO PROPOSED NEW BRIDGE ACROSS THE OHIO RIVER AT PARKERSBURG, W. VA.

I have been in active service as a pilot in towing steamers of all classes for thirty-two years, and am at present employed by the Peoples Coal Company, of Pittsburg, Pa. I consider the proposed new bridge to span the Ohio River from Parkersburg, W. Va., to Belpre, Ohio, to be a detriment to towing steamers. We have been compelled at times, when the Ohio channel span was obstructed by sunken craft, to run this West Virginia span of the Baltimore and Ohio Railroad bridge downstream. If this new bridge is built according to the plans now on file, it would be impossible to get a tow through the West Virginia span of the Baltimore and Ohio bridge with a pier directly above the center of it. The natural channel of the river has its course through the left-hand, or West Virginia, span of the Baltimore and Ohio Railroad bridge. At times of high water and strong north winds it would be impossible for a towboat with a tow 1,000 feet long, which is the usual length, to come up

through the Ohio channel span. This would necessitate double tripping of towboats with large tows, which means a loss of time, and a loss of time means a financial loss to towboat owners. I do not claim that the proposed bridge would be a detriment to light steamboats or towboats towing small tows. I have been compelled several times to run this left-hand, or West Virginia, channel span of the Baltimore and Ohio bridge with a large tow downstream when the right-hand, or Ohio, channel span was obstructed by sunken craft. We claim as a body of navigators that we should have access to the natural channel of the river, which, as herein stated, has its course down through the West Virginia channel span of the Baltimore and Ohio Railroad bridge. I would recommend for the safety of boating that this new proposed bridge be placed 1,800 to 2,000 feet above the Baltimore and Ohio bridge and make this a 700-foot span with the right-hand pier on the Ohio side, on shore, at 15-foot stage, and the pier on the West Virginia side on shore. If located in this way, it would allow us to run the left-hand channel span of the Baltimore and Ohio bridge in case of sunken craft in the Ohio span of the Baltimore and Ohio Railroad bridge. If this bridge should be located according to present plans and specifications, I would suggest that it span the entire river free of piers. I heartily indorse the decision rendered by the United States engineers in regard to this proposed bridge, for if ever there was a righteous decision that was one, and I hope that there will never be any overruling of their decision by any special legislation, as it will mean the destroying of this public thoroughfare, because through their watchful and tender care this river has been protected until this time. If it had not been for this care and just decision rendered, at the present time the river would have been so obstructed for the first 200 miles south from Pittsburg that we would not be able to take a fourth of a tow, and I hope that they will not let anything influence them to overrule the decision which has been rendered by the United States engineers, whom we have always found fair and true to all interests, and I hope that they will support the rulings which has already been handed down in this matter.

JOHN W. BUTTENFIELD.

On this 26th day of April, 1909, before me, a notary public in and for said State and county, came John W. Buttenfeld, who being duly sworn deposes and says that the facts set forth in the foregoing statement are true and correct to the best of his knowledge and belief.

Witness my hand and notarial seal the day and year aforesaid.

[SEAL.]

MARGARET M. GROVES,
Notary Public, Clark County, Ind.

My commission expires August 14, 1911.

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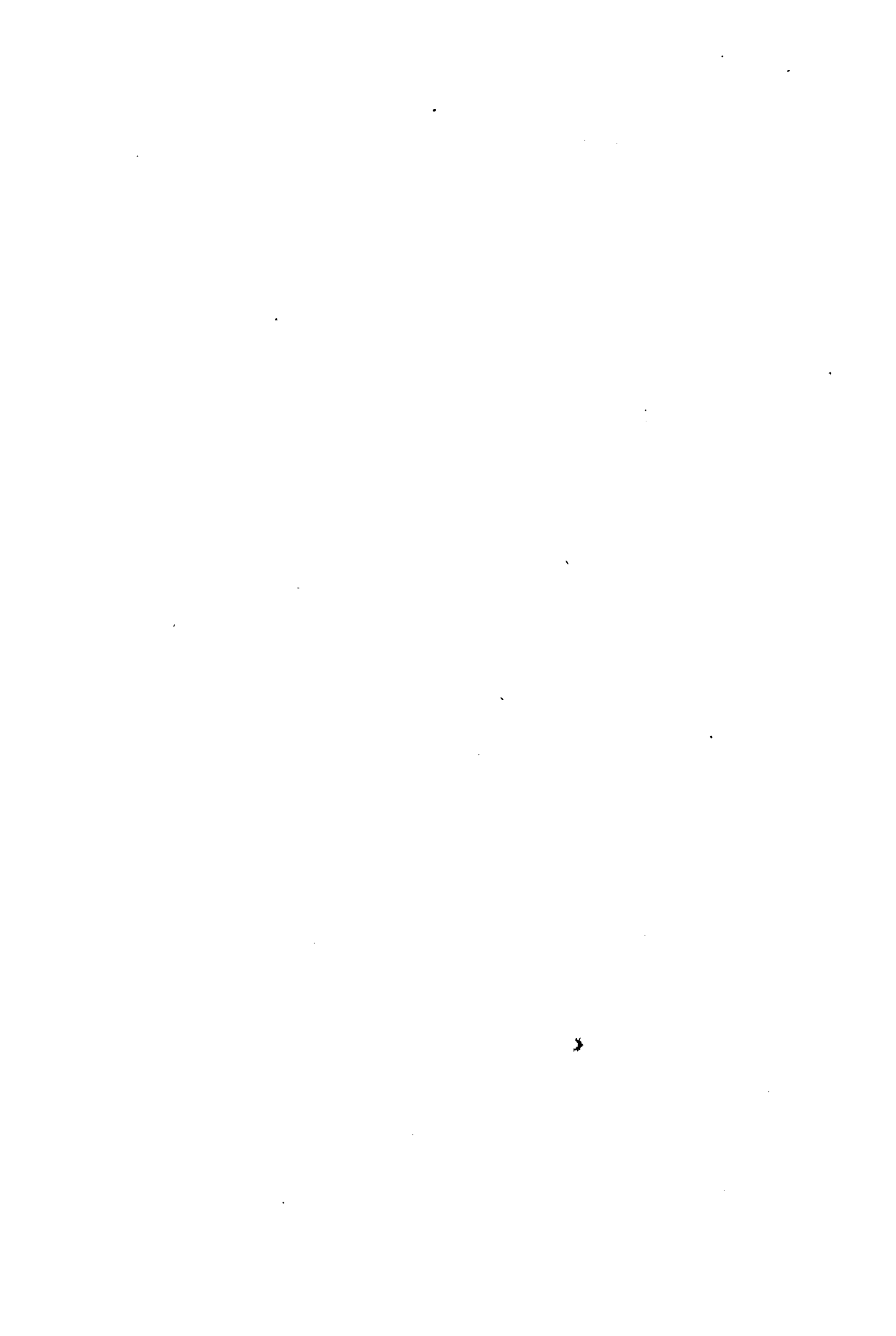
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